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GOVERNMENTS**

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MEETING OF THE

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

PLEASE NOTE CHANGE IN TIME

Thursday, March 6, 2008

10:30 a.m. – 11:45 a.m.

SCAG Offices

**818 West 7th Street, 12th Floor
Conference Room Riverside B
Los Angeles, CA 90017
213.236.1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Jane Embry at 213.236.1826 or embry@scag.ca.gov

Agendas and Minutes for the Community, Economic, and Human Development Committee are also available at:

www.scag.ca.gov/committees/cehd.htm

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Community, Economic, and Human Development Committee Membership

March 2008

Jon Edney, Chair
Larry McCallon, Vice-Chair

El Centro
Highland

Members

Barnes, Christine
Bayer, Anne
Coerper, Gil
Dubois, Diane
Fesmire, Melanie
Garcia, Joe G.
Jahn, Bill
Jasper, Timothy
Jeffra, Jim
Lantz, Paula
Lee, Laura
Loveridge, Ronald
Malsin, Scott
McCullough, Kathryn
Mitchell, John D.
Morehouse, Carl
Mosca, Joseph
Norby, Chris
Nowatka, Paul
Nunez, John H.
Olhasso, Laura
Perry, Jan
Reyes, Ed
Ring, Bob
Robertson, Deborah
Serrano, Joseph
White, Charles

Representing

La Palma
Gateway Cities
OCCOG
Gateway Cities
CVAG
SGVCOG
SANBAG
Apple Valley
Lancaster
Pomona
Gateway Cities
Riverside
Westside Cities COG
OCCOG
SANBAG
Ventura/VCOG
SGVCOG
Orange County
Torrance
SGVCOG
Arroyo Verdugo
Los Angeles
Los Angeles
OCCOG
Rialto
Gateway Cities
WRCOG

COMMUNITY, ECONOMIC & HOUSING DEVELOPMENT

AGENDA

MARCH 6, 2008

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			TIME	Pg#
1.0	<u>CALL TO ORDER & PLEDGE OF ALLEGIANCE</u> (Hon. Jon Edney, Chair)			
2.0	<u>PUBLIC COMMENT PERIOD</u> – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Council, must fill out and present a speaker's card to the Sr. Administrative Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. The Community, Economic & Human Development Committee may consider and act upon any of the items listed on the agenda. Comments will be limited to three minutes. The Chair may limit the total time for all comments to twenty minutes.			
3.0	<u>REVIEW and PRIORITIZE AGENDA ITEMS</u>			
4.0	<u>CONSENT CALENDAR</u>			
4.1	<u>Approval Items</u>			
	4.1.1 <u>Minutes of February 7, 2008 Meeting</u>	Attachment		1
5.0	<u>ACTION ITEMS</u>			
5.1	<u>2008 RTP Growth Forecast</u> (Lynn Harris, SCAG)	Attachment	55 min.	5
	There are three options available for use in the 2008 RTP Growth Forecast. This item explains the options.			
	Recommended Action: Recommend to the Regional Council Approval of a Growth Forecast.			
5.2	<u>2008 Regional Champion Award</u> (Barbara Dove, SCAG)	Attachment	5 min.	22
	Each policy committee may nominate and recommend a Regional Champion candidate and seek Regional Council approval.			
	Recommended Action: Select a Regional Champion and seek Regional Council approval.			

Doc #144054
CEHD-March 2008
Prepared by J. Embry



COMMUNITY, ECONOMIC & HOUSING DEVELOPMENT AGENDA MARCH 6, 2008

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			TIME	PG#
6.0	<u>INFORMATION ITEMS</u>			
6.1	<u>SB 375 (Steinberg) – Summary of Legislative Developments</u> <i>(Jeff Dunn, SCAG)</i>	Attachment	15 min.	23
	Staff will provide summary of issues and proposals on SB 375 and invite the bill's author, Senator Darrell Steinberg, to SCAG to discuss.			
7.0	<u>CHAIR'S REPORT</u>			
8.0	<u>STAFF REPORT</u>			
9.0	<u>FUTURE AGENDA ITEMS</u>			
	Any Committee member or staff desiring to place items on a future agenda may make such a request.			
10.0	<u>ANNOUNCEMENTS</u>			
11.0	<u>ADJOURNMENT</u>			
	The next meeting of the Community, Economic, and Human Development Committee is scheduled for Thursday, April 3, 2008, at the SCAG Office, downtown Los Angeles.			



**COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**February 7, 2008
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Community, Economic & Human Development Committee held its meeting at the SCAG office in downtown Los Angeles.

Members Present

Bayer, Anne	Gateway Cities
Coerper, Gil	City of Huntington Beach
Dubois, Diana	Gateway Cities
Edney, Jon (Chair)	City of El Centro/IVAG
Fesmire, Melanie	CVAG
Jahn, Bill	SANBAG
Jasper, Timothy	City of Apple Valley
Lantz, Paula	City of Pomona
Loveridge, Ronald	City of Riverside
Malsin, Scott	Westside Cities COG
McCallon, Larry (Vice-Chair)	City of Highland
McCullough, Kathryn	OCCOG
Mitchell, John D.	SANBAG
Morehouse, Carl	Ventura/VCOG
Nowatka, Paul	City of Torrance
Nunez, John H.	SGVCOG
Olhasso, Laura	Arroyo Verdugo
Ring, Bob	OCCOG

Members Not Present

Barnes, Christine	City of La Palma
Garcia, Joe G.	SGVCOG
Jeffra, Jim	Lancaster
Lee, Laura	Gateway Cities
Mosca, Joseph	SGVCOG
Norby, Chris	Orange County
Palmer, Jim	OCCOG

Members Not Present (Continued)

Perry, Jan	Los Angeles
Reyes, Ed	Los Angeles
Robertson, Deborah	City of Rialto
Serrano, Joseph	Gateway Cities
White, Charles (EA)	WRCOG

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

The Hon. Jon Edney, Chair, called the meeting to order at 10:07 AM, and asked the Hon. John Nunez to lead the Committee in the Pledge of Allegiance.

2.0 PUBLIC COMMENT PERIOD

There were two public comments submitted, but those comments will be heard at the next meeting as those agenda items were moved.

3.0 REVIEW AND PRIORITIZE AGENDA ITEMS

There were no agenda reprioritizations.

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Minutes of January 3, 2008 Meeting

A MOTION was made (Nunez) to approve the minutes of January 3, 2008. MOTION was SECONDED (Morehouse) and APPROVED. Coerper abstained.

5.0 ACTION ITEMS

5.1 Overview and Presentation on Draft Proposals for SB 375

Jeff Dunn, SCAG staff, presented a background description of SB 375 and provided a summary of issues and proposals on the bill. Mr. Dunn stated that the new focus of the bill is to reduce greenhouse gases, as an AB 32 implementation bill.

A MOTION was made (Coerper) to direct staff to invite Darrell Steinberg to SCAG to provide the latest information on the bill, direct staff to provide members updated draft proposals of the bill, and direct staff to provide members with a list of objections to the bill. MOTION was SECONDED (Jahn) and APPROVED. Nowatka objected.

5.2 Compass Blueprint Demonstration Project Selection

Pria Hidisyan, SCAG staff, presented an update on the project selection criteria. After several options were considered, a MOTION was made (McCullough) to recommend to the Regional Council to approve those projects scoring 85 or above, and direct staff to work with applicants whose projects scored under 85 for

consideration next time, excluding any applicants who are not members of SCAG. MOTION was SECONDED (Lantz) and UNANIMOUSLY APPROVED.

6.0 INFORMATION ITEMS

6.1 2008 Regional Champion Awards

Barbara Dove presented an overview of the Regional Champion Awards. Dr. John Husing was discussed as the potential nominee. The Committee requested that Ms. Dove bring back the criteria for selecting a candidate so the nomination can be made next meeting.

The Chair recommended moving the remainder of the agenda, including items 6.2, 6.3, and 6.4 to the March meeting. There was no objection.

7.0 CHAIR'S REPORT

8.0 STAFF REPORT

9.0 FUTURE AGENDA ITEMS

10.0 ANNOUNCEMENTS

11.0 ADJOURNMENT

Hon. Edney adjourned the meeting at 11:40 AM.

Minutes Approved By:

A handwritten signature in cursive script, appearing to read "Lynn Harris", is written over a horizontal line.

Lynn Harris, Manager
Community Development

Community, Economic & Human Development Committee Attendance Report

2008

Member (Including Ex-Officio) Last Name, First Name	Representing	X = County Represented												X = Attended												= No Meeting NM = New Member																		
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec																									
Barnes, Christine*	La Palma			X				X																																				
Bayer, Anne	Gateway Cities		X																																									
Cooper, Gil	Huntington Beach			X				EA																																				
Dubois, Diane	Gateway Cities		X					X																																				
Edney, Jon* - Chair	El Centro	X						X																																				
Fesmire, Melanie	CVAG				X																																							
Garcia, Joe G.	SGVCOG		X					X																																				
Jahn, Bill	SANBAG				X			NM																																				
Jasper, Timothy*	Apple Valley					X																																						
Jeffra, Jim	Lancaster		X																																									
Lantz, Paula*	Pomona		X					EA																																				
Lee, Laura	Gateway Cities		X																																									
Loveridge, Ronald*	Riverside				X																																							
Malsin, D. Scott	Westside Cities COG		X					X																																				
McCallon, Larry* - Vice-Chair	Highland					X																																						
McCullough, Kathryn	OCCOG			X				X																																				
Mitchell, John D.	SANBAG				X			NM																																				
Morehouse, Carl*	Ventura/VCOG						X																																					
Mosca, Joseph	SGVCOG		X					X																																				
Norby, Chris*	Orange County			X																																								
Nowatka, Paul*	Torrance		X																																									
Nunez, John H.	SGVCOG		X					X																																				
Olhasso, Laura	Arroyo Verdugo		X					X																																				
Palmer, Jim	OCCOG			X																																								
Perry, Jan*	Los Angeles		X																																									
Reyes, Ed*	Los Angeles		X																																									
Ring, Bob	OCCOG			X				X																																				
Robertson, Deborah*	Rialto					X																																						
Serrano, Joseph	Gateway Cities		X					X																																				
White, Charles	WRCOG				X			X	EA																																			

*Regional Council Member

REPORT

DATE: March 6, 2008

TO: Community, Economic, and Human Development Committee (CEHD)
Regional Council

FROM: Lynn Harris, Manager, Community Development, Planning & Policy Department
harris@scag.ca.gov, 213-236-1875

SUBJECT: Recommend Approval of the 2008 RTP Growth Forecast to the Regional Council

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Recommend approval to the Regional Council of one of the options below for the 2008 RTP Growth Forecast.

Presented here are three Growth Forecast Options (A, B, and C) to be considered for use in the 2008 RTP Growth:

Option A: Adopt the Draft Policy Growth Forecast for the 2008 RTP with integrated land use policies/strategies.

Option B: Adopt the Draft Baseline Growth Forecast for the 2008 RTP with a statement of advisory land use policies/strategies.

Option C: Adopt the Draft Baseline Growth Forecast for the 2008 RTP.

BACKGROUND:

Since 2005, under direction from the Community, Economic and Human Development Committee (CEHD), SCAG staff in collaboration with subregions and local jurisdictions has been moving forward the Integrated Growth Forecasting process for the 2008 Regional Transportation Plan (RTP).

One of the accomplishments of this process was the development of the Draft Baseline Growth Forecast used as the starting point for the assessment of alternative land use forecast distribution through scenario development. On August 30, 2007, after a comprehensive review of scenario performance results, the CEHD Committee directed staff to develop the Draft Policy Growth Forecast based on adopted policies evident in the region. On November 1, 2007, CEHD approved the release of both the 2008 RTP Draft Baseline Forecast and Draft Policy Growth Forecast for public review and comment.

A memorandum from SCAG's Executive Director, containing information about recent development and comments related to the 2008 RTP growth forecasts, was prepared and presented to the Regional Council and Policy Committees on February 7, 2008. As indicated in this Report, both the Draft Baseline Growth Forecast and Draft Policy Growth Forecast use the latest available estimates and assumptions of population, households, employment, land use, travel, congestion, and economic activity. Therefore, both the Baseline

REPORT

Growth Forecast and the Policy Growth Forecast meet the legal requirements of the 2008 RTP regarding the use of the latest available estimates and assumptions.

Use of either the Draft Policy Growth Forecast or the Draft Baseline Growth Forecast demonstrate a positive finding for the draft 2008 RTP conformity analysis (see Appendix A: Emission Analysis using both Draft Policy Growth Forecast and Draft Baseline Growth Forecast). The final and formal conformity finding will be based upon the adopted RTP and its incorporated growth forecast.

A growth forecast is an estimate of future conditions. The methodology used in developing each forecast is described below. It should be noted that whichever forecast is used for the RTP, only the regional forecast totals and the county level totals will be adopted. Both forecasts have the same regional totals (see Table 1). The performance measure results noted further in this Report are a result of assumptions of differing growth patterns after 2015. The selection of which forecast to use is based, in part, on the Regional Council's policy direction on how far they feel the RTP should encourage the integration of transportation infrastructure investments (i.e. the network) and land use (i.e. estimates of future growth patterns). Both forecasts have been evaluated and tested for reasonableness and capacity at the small area level.

Although both forecasts are transportation efficient, the Policy Growth Forecast performs better on protecting environmentally sensitive areas and rural lands. In addition, the Policy Growth Forecast better reflects some infill sites around transit areas, and, based on staff's analysis of the Integrated Growth Forecast workshop results, reflects local government trends toward amending general plans to accommodate such growth. The Baseline Growth Forecast better reflects local land use vision as dictated by current General Plans and reflects that many local jurisdictions are incorporating the regional land use policies into their local plans.

The remainder of the Report summarizes the differences between the Baseline and Policy Growth Forecasts, identifies the land use policies adopted by CEHD, summarizes the RTP performance measure results accredited to land use integration and presents a summary of Public Comments received regarding the forecasts.

2008 RTP Draft Baseline Growth Forecast

The Baseline Growth Forecast for the 2008 RTP represents a growth forecast based on current and expected demographic and economic trends, as well as previously adopted local land use policies within the SCAG region. Population, households and employment were projected using standard, high-level forecasting techniques and models. These are the best tools that are currently available for making reliable long-term forecasts. The distribution of the high level forecasts is guided by 2006 local land use policy as expressed by participants in the outreach process.

Development of the Baseline Growth Forecast includes the following recent county input:

1. **Imperial County:** the 2035 consensus total population, household, and employment growth projections at Traffic Analysis Zone (TAZ) and city levels agreed upon by SCAG, IVAG, and Caltrans District 11.
2. **Los Angeles County:** the 2035 total population, household, and employment growth projections at census tract and city levels provided by subregions/cities.

3. **Orange County:** the Adopted 2006 OCP 2035 total population, household and employment projections at census tract, city, and county levels. This forecast was reviewed and approved by each city and the county, with formal adoption by the OCCOG.
4. **Riverside County:** The 2006 RCP 2035 population, household, and employment projections at census tract, city, and county levels. This forecast was reviewed by each city and the county, and they were adopted by CVAG, WRCOG and the Riverside County Board of Supervisors. Through this process, there is consensus on the level and distribution of the growth among the 24 cities, the county and the tribal nations that participate in the two Councils of Governments.
5. **San Bernardino County:** the 2035 household and employment projections at census tract, city, and county levels provided by SANBAG.
6. **Ventura County:** the 2035 total population, household, and employment growth projections at census tract and city levels provided by VCOG.

In addition, this technical forecast at the regional level was presented to SCAG's Plans and Programs Technical Advisory Committee on various occasions to ensure technical consistency and integrity with major variables such as population, employment, household, and to build upon this bottom-up process by summing up all local/subregional projections.

Option B and Option C both call for the Baseline Growth Forecast to be used in the RTP. The difference is Option B includes the statement of advisory policies and strategies to guide future growth and Option C does not. By including the statement of advisory policies Option B attempts to point the way for the future from a policy, rather than technical standpoint. Both options will meet air quality conformity requirements as described further in this Report.

The Baseline Growth Forecast, as noted above, was comprehensively reviewed in the region and, as such, is both compliant with local plans and transportation efficient. However, the level of input received from local governments varies considerably across the region and there are a sizeable number of outdated local general plans in the region. However, notwithstanding such outdated and permissive plans, many localities have been limiting growth in environmentally sensitive areas. Examples include:

- In Ventura County, the Baseline Growth Forecast allocates considerably more growth outside of the SOAR boundaries than anticipated by local jurisdictions.
- In the Santa Monica Mountains between Malibu and Agoura Hills, the Baseline Growth Forecast includes thousands of housing units. Based on comments at the workshops, few new housing units should be located in these areas.
- In the San Bernardino foothills, the Baseline Growth Forecast includes more than 2,000 housing units in an area with little growth potential according to workshop participants.
- In several cases, the Baseline Growth Forecast underestimates infill sites compared with local plans or intentions, according to various estimates produced from SCAG demonstration projects.

Thus, the forecast development process continued with a new round of public outreach and additional forecast development techniques known as "scenario building" to better apply the technical baseline forecast to existing and future conditions using CEHD adopted policies.

2008 RTP Draft Policy Growth Forecast

The Draft Baseline Growth Forecast and its strong technical foundation was the starting point for extensive scenario development and alternatives analysis to explore the range of future growth possibilities in Southern California. The Draft Policy Growth Forecast is a result of applying lessons learned from scores of scenarios, modeled and analyzed, into a realistic future urban form that incorporates existing and emerging development patterns that maximize the benefits of existing and planned transportation investments.

Local input was central to this process through 15 Integrated Growth Forecast Workshops held in the Fall of 2006. These workshops were used to exchange information, establish potential areas of consensus, and identify areas that needed additional analysis. Over 400 local stakeholders representing 157 cities and all six counties within the SCAG region participated in the workshops. This process led to the development of the Workshop Scenario which showed mixed results toward improving mobility and air quality in the SCAG region.

In response, a further series of scenarios was developed to test potential policies and trends identified at the workshops. These scenarios explored the range of limits of these emerging trends beginning with the Baseline Growth Forecast and ending with the most aggressive plausible growth assumptions. Each scenario tested the full impacts of housing and employment density changes within strategic opportunity areas throughout the region. The series of scenarios that became the Growth Policy Forecast pulled back from the outer reaches of the spectrum of scenarios and used a criterion of reasonableness to be implemented.

Based on the findings from these scenarios, CEHD developed and adopted a set of nine policies to guide a “realistic” future growth alternative representing development types found throughout the SCAG region. These policies seek to enhance the Baseline Growth Forecast by way of a redistribution of growth at the county, subregion, city, and small area level to address the serious transportation and air quality challenges facing the region today and in the future.

The resulting Draft Policy Growth Forecast was founded on these nine policies and refined through a series of reality checks performed through local collaborations during the last three years. A primary source of this research includes the dozens of Demonstration Projects in which SCAG partnered with local jurisdictions to support local planning initiatives consistent with regional goals. An additional analysis was performed where SCAG worked with seven cities to explore, in depth, the relationship between local general plans, the RTP and demographic trends.

The nine policies are summarized below.

- **Identify regional strategic areas for infill and investment**
Identify strategic opportunity areas for infill development of aging and underutilized areas and increased investment in order to accommodate future growth.
- **Structure the plan on a 3-tiered system of centers development**
Identify strategic centers based on a 3-tiered system of existing, planned, and potential, relative to transportation infrastructure.

- **Develop “complete communities”**
Create mixed use districts or “complete communities” in strategic growth areas, through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other wherein most daily needs can be met within a short distance of home.
- **Develop nodes on a corridor**
Intensify nodes along corridors with people-scaled, mixed use developments to create vibrant, walkable communities with localized access to amenities, further reducing reliance on the automobile for a variety of trips.
- **Plan for additional housing and jobs near transit**
Plan for additional housing and jobs within reach of the transit network to reduce auto use and support more multi modal travel behavior.
- **Plan for a changing demand in types of housing**
Shifts in the labor force will likely induce a demand shift in the housing market for additional development types such as multi-family and infill housing in central locations, appealing to the needs and lifestyles of changing populations.
- **Continue to protect stable existing single family areas**
Continue to protect stable existing single family neighborhoods as future growth and a more diverse housing stock are accommodated in infill locations near transit stations, in nodes along corridors and in existing centers.
- **Ensure adequate access to open space and preservation of habitat**
Ensure access to open space and habitat preservation despite competing quality of life demands driven by growth, housing and employment needs, and traditional development patterns.
- **Incorporate local input and feedback on future growth**
Continue public outreach efforts and incorporate local input through the Integrated Growth Forecast to improve the accuracy and feasibility of pursuing regional plans at the local level.

In some cases, the resulting Policy Growth Forecast deviates from local plans in order to increase transportation efficiency. This is true in both infill sites and in new development areas. A few examples are shown below:

- The area west and south of Santa Clarita in Los Angeles County shows a reduction of about 6,000 housing units in the Policy Growth Forecast when compared to the Baseline.
- The south Coachella Valley shows a significant reduction of housing units to the shores of the Salton Sea in the Policy Growth Forecast when compared to the Baseline.
- Orange County had the most consistent results when comparing the Baseline to the Policy Growth Forecast providing an example of jurisdictions already widely implementing many of the approved regional growth policies. They have the lowest consumption of vacant land, the least development in environmentally sensitive areas and the most aggressive infill plans.

RTP Performance Measure Results

SCAG's transportation model provides a consistent method of comparison between the forecast alternatives. Following are a series of tables showing the performance differences between the Draft Baseline Growth Forecast and the Draft Policy Growth Forecast. Key observations¹ (see Table 1 through Table 4) from modeling output regarding the 2008 RTP Draft Policy Growth Forecast compared to the Draft Baseline Growth Forecast are summarized below.

- The Draft Baseline Growth Forecast and Draft Policy Growth Forecast are consistent prior to 2015
- When land use strategies such as robust growth at rail and bus station areas, in employment centers, and around existing transit facilities are applied, coastal counties (e.g. Los Angeles, Orange, and Ventura) will have higher population, household, and employment growth after 2015 (Table 1).
- The Draft Policy Growth Forecast results in reductions in both per capita VMT and per household VMT in every county in the region (Table 2). There are no such VMT reduction benefits regionwide using the Baseline Forecast.
- The Draft Policy Growth Forecast compared to the Draft Baseline Growth Forecast is estimated to reduce region-wide VMT by 20.8 million (3.6%); VHT by 882,417 (4.4%); and congestion delay by 436,916 (6.1%) (Table 3).
- Every county benefits from reductions in VMT, VHT, and delay using the Draft Policy Growth Forecast (Table 3).
- The Draft Policy Growth Forecast is estimated to increase transit boardings by 124,207, or 3.9% (Table 4).
- Combining the planned network investments and land use strategies in the Draft Policy Growth Forecast, it is estimated that all VMT reductions, 48% of the vehicle hours traveled reductions, and 30% of delay reductions are attributed to the land use strategies (Table 4).
- The Draft Policy Growth Forecast shows a minor negative impact on arterial speed during PM peak (-1.6%).

Additional VMT Reductions from Effects of 4Ds

Because the types of land use development patterns featured in the Draft Policy Growth Forecast are much localized, SCAG's conventional 4-step regional travel model can not fully capture these innovative land use effects on travel behavior. These effects, measured in such dimensions as *density*, land use mix (*diversity*), and pedestrian and transit-compatible *design*, are commonly referred to as the 3Ds of local land use, and have been shown to have an important influence on household vehicle ownership, substitution of walking for driving, and reduced trip lengths and VMT.

¹ These estimated mobility and transit benefits attributable to the policy growth forecast will change slightly depending on final plan and its associated network investment.

In addition, auto dependency for regional travel is strongly influenced by the proximity to and quality of regional transit. This effect is generally measured in terms of Regional Transit Accessibility, and when transit accessibility is high – as facilitated by an integrated regional transit network and intensified development around transit nodes – households are also observed to own fewer vehicles and generate less VMT. Because of its complementary importance, transit accessibility has come to be referred to as the “4th D”.

The 4D modeling results (not included in the conformity analysis) show that an additional 8.6 million daily VMT region-wide over what has already been calculated through the SCAG regional transportation model (20.8 million) can be further reduced. This finding applies only to the Policy Growth Forecast because, as mentioned above, there are no measurable VMT reduction benefits regionwide using the Baseline Forecast.

The potential for increased VMT reductions in the RTP and a sound approach to measure VMT reduction at the regional and local level may become more important in the future as VMT reduction is being considered as a primary factor in measuring greenhouse gas reduction. Additionally, pending legislation developing competitive criteria for award of grants and loans from the infrastructure bonds contemplates a VMT measurement of reduction factor.

Written Comments Received Regarding the Growth Forecast

Several opportunities have been provided for formal public review. The Draft RTP has been circulated as have a Notice of Preparation of an Environmental Impact Report (EIR) and a preliminary draft EIR. Immediately following this Report is a summary of the written input received on both documents that addresses the Growth Forecast Options. The following lists the number of comments received by county:

- Imperial County: 1
- Riverside County: 5
- San Bernardino County: 2
- Orange County: 36
- Ventura County: 0
- Los Angeles County: 8
- Other: 13

The majority of comments reveal concerns that the Draft Policy Growth Forecast does not reflect a local perspective, is perhaps too aggressive in its implementation strategy, and is not enforceable by SCAG. The majority of the comments that address the Draft Baseline Growth Forecast are supportive, reflecting a comfort level with the trend analysis which is perceived to better reflect local growth visions and consistency with the existing status of general plans.

Conversely, the State of California, Department of Justice commended SCAG in a letter dated October 19, 2007 for its “smart growth development scenarios” approach and encouraged SCAG “to show further leadership by identifying a comprehensive and coordinated land use and transportation strategy to reduce emissions of greenhouses gases....” The US EPA Region IX commended SCAG in a letter dated February 19, 2008 for integrating transportation and land use policy saying “...additional housing and jobs near transit and identifying regional strategic areas for infill and investment is commendable and will also assist in decreasing VMT and related pollutant emissions.”

All of the above comments received will be available in complete form at the March CEHD meeting.

REPORT

FISCAL IMPACT:

Development of the Draft 2008 RTP Integrated Growth Forecast and transportation modeling assessment are adequately programmed and budgeted in following work elements of the FY 07-08 Budget:

08-055.SCGS1 Regional Growth Forecasting and Policy Analysis (Staff)

08-065.SCGS1 Compass Blueprint Implementation (Consultant)

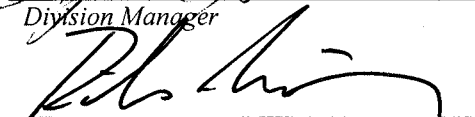
08-065.SCGC1 Compass Blueprint Implementation (Staff)

08-070.SCGS1 Regional Transportation Modeling Support (Staff)

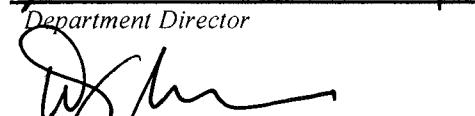
Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

Summary of Growth Forecast Comments

County/Subregion	Summary of Comment
Imperial County	County has more growth potential than projected.
North Los Angeles County	No comment
LA City Subregion	No comment
Arroyo Verdugo	No comment
San Gabriel Valley Assoc.	No comment
Westside Cities	No comment
South Bay Cities Assoc.	No comment
Gateway Cities	Adopt baseline forecast
Las Virgenes, Conejo COG	No comment
Orange	Adopt baseline forecast
West Riv. COG	Adopt baseline forecast
Coachella Valley COG	Adopt baseline forecast
SANBAG	Adopt baseline forecast
Ventura COG	No comment
Local Jurisdiction	Summary of Comment
City of Los Angeles	1) Use Baseline Growth Forecast; 2) Not sufficient time to assess full impact from policy forecast
City of Burbank	Concern about policy growth forecast at small areas
City of Rolling Hills Estate	Concern with population forecast because of newly proposed development projects
City of Lakewood	Growth assigned to Golf Course.
City of Cerritos	Concern about policy growth forecast at small areas
21 cities from Orange County	Adopt baseline forecast--OCP2006 Projection
Cathedral City	Ensure additional growth in the Coachella Valley, Imperial Valley and eastern Riverside and San Bernardino high desert areas.
Other Agency/General Public	Summary of Comment
Transportation Corridor Agencies	Concern with policy growth forecast
LA Metro	SCAG growth forecast is lower than 2004 RTP Growth forecast in major transit investment areas
LA County	Suggest use locally specific data provided by LA County
Riverside County/RCTC	Adopt baseline growth forecast, keep policy growth forecast as advisory
Orange County	Adopt OCP 2006 Projection
OCTA	Adopt OCP 2006 Projection
BIA	1) Baseline Growth Forecast is not business as usual; 2) Adopt Baseline Growth Forecast
LAWA	Policy forecast may cause conflict with "decentralized aviation policy"
AQMD	TOD/Center development may have EJ impacts from health perspectives
US EPA	Incorporate both policy and Envision concepts in the RTP
Caltrans District 12	Use Baseline Growth Forecast as basis for the 2008 RTP
The Public Law Center	EJ concerns re low income housing associated with TOD development
Torres Martinez Desert Cahuilla Indians	Need to work with SCAG to address challenges from growth
Citizens United to Save South Pasadena	Previous growth policy cause existing challenges
NAIOP SoCal	Adopt baseline growth forecast, consistent with OCP06
Sate of California, Department of justice	1) Recommend SCAG identify smart growth development scenarios that reduce vehicle emissions associated with new development, 2) fully embrace the opportunity in RTP and EIR identify comprehensive strategy to reduce greenhouse gas emissions
Orange County Business Council	Support OCCOG Board's recommendation to use OCP06 Projection

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**Table 1: Comparison of Baseline and Policy Growth Forecasts
2003-2035**

2003 COUNTY	Population			Households			Employment		
	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	154,569	154,569	0.0%	41,614	41,614	0.0%	55,739	55,739	0.0%
Los Angeles	10,034,511	10,034,511	0.0%	3,177,407	3,177,407	0.0%	4,355,197	4,355,197	0.0%
Orange	2,999,316	2,999,316	0.0%	964,089	964,089	0.0%	1,568,411	1,568,411	0.0%
Riverside	1,747,879	1,747,879	0.0%	560,728	560,728	0.0%	589,462	589,462	0.0%
San Bernardino	1,864,250	1,864,250	0.0%	552,187	552,187	0.0%	638,946	638,946	0.0%
Ventura	797,007	797,007	0.0%	254,436	254,436	0.0%	334,511	334,511	0.0%
SCAG Region	17,597,532	17,597,532	0.0%	5,550,461	5,550,461	0.0%	7,542,266	7,542,266	0.0%

2005 COUNTY	Population			Households			Employment		
	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	164,102	164,102	0.0%	45,178	45,178	0.0%	58,005	58,005	0.0%
Los Angeles	10,205,979	10,205,979	0.0%	3,212,440	3,212,440	0.0%	4,397,032	4,397,032	0.0%
Orange	3,059,950	3,059,950	0.0%	980,965	980,965	0.0%	1,615,937	1,615,937	0.0%
Riverside	1,931,324	1,931,324	0.0%	612,345	612,345	0.0%	650,317	650,317	0.0%
San Bernardino	1,971,328	1,971,328	0.0%	576,259	576,259	0.0%	704,222	704,222	0.0%
Ventura	814,056	814,056	0.0%	259,994	259,994	0.0%	345,358	345,358	0.0%
SCAG Region	18,146,739	18,146,739	0.0%	5,687,181	5,687,181	0.0%	7,770,871	7,770,871	0.0%

2010 COUNTY	Population			Households			Employment		
	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	202,266	202,266	0.0%	57,089	57,089	0.0%	73,214	73,214	0.0%
Los Angeles	10,615,568	10,615,568	0.0%	3,357,678	3,357,678	0.0%	4,552,400	4,552,400	0.0%
Orange	3,314,952	3,314,952	0.0%	1,039,202	1,039,202	0.0%	1,755,166	1,755,166	0.0%
Riverside	2,242,758	2,242,758	0.0%	720,525	720,525	0.0%	784,996	784,996	0.0%
San Bernardino	2,182,051	2,182,051	0.0%	637,246	637,246	0.0%	810,216	810,216	0.0%
Ventura	860,606	860,606	0.0%	275,117	275,117	0.0%	373,443	373,443	0.0%
SCAG Region	19,418,201	19,418,201	0.0%	6,086,857	6,086,857	0.0%	8,349,435	8,349,435	0.0%

2014 COUNTY	Population			Households			Employment		
	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	240,766	240,766	0.0%	69,983	69,983	0.0%	90,385	90,385	0.0%
Los Angeles	10,896,323	10,896,323	0.0%	3,479,386	3,479,386	0.0%	4,645,711	4,645,711	0.0%
Orange	3,424,405	3,424,405	0.0%	1,065,346	1,065,346	0.0%	1,821,267	1,821,267	0.0%
Riverside	2,456,016	2,456,016	0.0%	793,302	793,302	0.0%	886,108	886,108	0.0%
San Bernardino	2,323,390	2,323,390	0.0%	686,028	686,028	0.0%	880,032	880,032	0.0%
Ventura	898,332	898,332	0.0%	287,207	287,207	0.0%	391,439	391,439	0.0%
SCAG Region	20,239,232	20,239,232	0.0%	6,381,252	6,381,252	0.0%	8,714,942	8,714,942	0.0%

2015 COUNTY	Population			Households			Employment		
	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	247,024	245,098	-0.8%	71,600	72,130	0.7%	92,954	92,913	0.0%
Los Angeles	10,970,637	10,996,346	0.2%	3,509,178	3,521,600	0.4%	4,675,877	4,673,025	-0.1%
Orange	3,451,750	3,440,649	-0.3%	1,071,809	1,070,087	-0.2%	1,837,771	1,831,727	-0.3%
Riverside	2,509,332	2,516,073	0.3%	811,486	817,493	0.7%	911,388	916,807	0.6%
San Bernardino	2,385,750	2,360,864	-1.1%	718,593	701,844	-2.4%	897,489	900,921	0.4%
Ventura	900,358	905,834	0.6%	290,993	290,470	-0.2%	395,937	396,001	0.0%
SCAG Region	20,464,851	20,464,864	0.0%	6,473,659	6,473,624	0.0%	8,811,416	8,811,394	0.0%

**Table 1: Comparison of Baseline and Policy Growth Forecasts
2003-2035 (cont.)**

2020	Population			Households			Employment		
COUNTY	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	276,031	264,368	-4.4%	82,022	80,605	-1.8%	106,083	102,647	-3.3%
Los Angeles	11,328,871	11,440,968	1.0%	3,666,221	3,688,955	0.6%	4,754,746	4,778,367	0.5%
Orange	3,533,939	3,512,870	-0.6%	1,088,374	1,088,879	0.0%	1,897,357	1,872,022	-1.4%
Riverside	2,809,011	2,783,097	-0.9%	913,212	913,453	0.0%	1,042,148	1,035,065	-0.7%
San Bernardino	2,582,777	2,527,473	-2.2%	787,127	764,612	-2.9%	965,776	981,396	1.6%
Ventura	937,378	939,189	0.2%	302,947	303,376	0.1%	416,928	413,563	-0.8%
SCAG Region	21,468,007	21,467,965	0.0%	6,839,903	6,839,880	0.0%	9,183,038	9,183,060	0.0%

2025	Population			Households			Employment		
COUNTY	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	297,646	282,167	-5.5%	90,712	87,937	-3.2%	117,105	112,170	-4.4%
Los Angeles	11,677,583	11,851,510	1.5%	3,788,324	3,833,488	1.2%	4,847,445	4,881,477	0.7%
Orange	3,586,288	3,579,544	-0.2%	1,102,373	1,105,140	0.3%	1,933,060	1,911,457	-1.1%
Riverside	3,090,009	3,029,593	-2.0%	1,008,910	996,359	-1.3%	1,168,773	1,150,833	-1.6%
San Bernardino	2,773,945	2,681,290	-3.5%	852,987	818,814	-4.2%	1,045,470	1,060,164	1.4%
Ventura	968,698	969,986	0.1%	312,924	314,506	0.5%	434,934	430,747	-1.0%
SCAG Region	22,394,169	22,394,090	0.0%	7,156,230	7,156,244	0.0%	9,546,787	9,546,848	0.0%

2030	Population			Households			Employment		
COUNTY	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	312,319	298,696	-4.6%	97,669	94,715	-3.1%	125,936	121,771	-3.4%
Los Angeles	12,014,935	12,232,799	1.8%	3,906,454	3,967,278	1.5%	4,946,415	4,985,374	0.8%
Orange	3,629,528	3,641,470	0.3%	1,110,660	1,120,162	0.8%	1,960,630	1,951,202	-0.5%
Riverside	3,343,761	3,258,568	-2.6%	1,097,953	1,073,094	-2.3%	1,295,487	1,267,504	-2.2%
San Bernardino	2,957,744	2,824,174	-4.7%	914,571	868,991	-5.2%	1,134,962	1,139,547	0.4%
Ventura	996,106	998,589	0.2%	321,788	324,819	0.9%	449,939	448,066	-0.4%
SCAG Region	23,254,393	23,254,296	0.0%	7,449,095	7,449,059	0.0%	9,913,369	9,913,464	0.0%

2035	Population			Households			Employment		
COUNTY	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.	Baseline	Policy	% Diff.
Imperial	320,449	314,102	-2.0%	102,877	100,767	-2.1%	132,551	131,557	-0.8%
Los Angeles	12,337,715	12,588,249	2.0%	4,003,069	4,086,650	2.0%	5,041,151	5,091,306	1.0%
Orange	3,653,987	3,699,217	1.2%	1,118,493	1,133,563	1.3%	1,981,902	1,991,722	0.5%
Riverside	3,596,670	3,472,031	-3.6%	1,183,093	1,141,553	-3.6%	1,413,522	1,386,457	-2.0%
San Bernardino	3,133,791	2,957,366	-6.0%	972,567	913,749	-6.4%	1,254,749	1,220,477	-2.8%
Ventura	1,013,753	1,025,255	1.1%	330,186	334,019	1.1%	463,224	465,730	0.5%
SCAG Region	24,056,365	24,056,220	0.0%	7,710,285	7,710,301	0.0%	10,287,099	10,287,249	0.0%

Table 2

Impact on Per Capita VMT and Average VMT Per Household Draft Policy Growth Forecast Versus Draft Baseline Growth Forecast						
	Per Capita LM-VMT (Light&Medium Duty)			LM-VMT/Household (Light&Medium Duty)		
	Draft Baseline	Draft Plan	% Change	Draft Baseline	Draft Plan	% Change
Imperial	32.6	32.3	-0.9%	101.4	100.6	-0.8%
Los Angeles	19.7	18.9	-4.1%	60.7	58.2	-4.1%
Orange	22.4	22.0	-1.7%	73.1	71.8	-1.8%
Riverside	22.1	20.6	-7.1%	67.3	62.5	-7.1%
San Bernardino	27.4	27.2	-0.7%	88.4	88.1	-0.3%
Ventura	21.3	20.8	-2.3%	65.5	64.0	-2.3%
TOTAL	21.7	20.9	-3.8%	67.7	65.2	-3.8%

Source: SCAG Regional Transportation Modeling System

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Table 3

Regional Transportation Model Run Results										
CTC 4 + Draft Baseline Growth Forecast										
County	LM_VMT	HDT_VMT	Total_VMT	LM_VHT	HDT_VHT	Total_VHT	LM_Delay	HDT_Delay	Total_Delay	Speed
Imperial	10,432,685	1,263,535	11,696,220	238,506	23,965	262,471	35,949	2,487	38,436	44.6
Los Angeles	242,764,296	18,873,417	261,637,713	9,351,756	589,518	9,941,274	3,477,410	224,120	3,701,530	26.3
Orange	81,725,405	5,318,537	87,043,942	2,940,437	160,674	3,101,111	1,058,682	59,026	1,117,708	28.1
Riverside	79,574,393	9,507,974	89,082,367	2,803,252	251,207	3,054,458	1,086,965	88,028	1,174,993	29.2
San Bernardino	85,952,142	14,406,089	100,358,231	2,541,874	356,008	2,897,882	745,571	111,059	856,630	34.6
Ventura	21,629,300	1,856,705	23,486,005	708,847	48,781	757,627	222,822	14,128	236,949	31.0
SCAG	522,078,221	51,226,257	573,304,478	18,584,671	1,430,153	20,014,823	6,627,399	498,846	7,126,245	
CTC 4 + Draft Policy Growth Forecast										
County	LM_VMT	HDT_VMT	Total_VMT	LM_VHT	HDT_VHT	Total_VHT	LM_Delay	HDT_Delay	Total_Delay	Speed
Imperial	10,134,457	1,252,566	11,387,023	231,406	23,640	255,046	34,213	2,371	36,584	44.6
Los Angeles	237,674,653	18,716,188	256,390,841	9,158,754	581,331	9,740,085	3,380,402	218,781	3,599,183	26.3
Orange	81,339,094	5,239,290	86,578,384	2,922,132	158,807	3,080,939	1,046,678	58,416	1,105,094	28.1
Riverside	71,353,127	9,139,598	80,492,725	2,425,266	233,123	2,658,389	895,429	77,999	973,428	30.3
San Bernardino	80,512,609	13,918,753	94,431,362	2,318,417	334,502	2,652,919	645,791	98,824	744,615	35.6
Ventura	21,374,251	1,834,785	23,209,036	697,142	47,886	745,028	216,803	13,622	230,425	31.2
SCAG	502,388,190	50,101,182	552,489,371	17,753,117	1,379,289	19,132,407	6,219,317	470,013	6,689,329	
Mobility Benefits from Draft Policy Growth Forecast										
County	LM_VMT	HDT_VMT	Total_VMT	LM_VHT	HDT_VHT	Total_VHT	LM_Delay	HDT_Delay	Total_Delay	Speed
Imperial	-298,228	-10,969	-309,197	-7,100	-325	-7,424	-1,736	-116	-1,852	0.1
Los Angeles	-5,089,643	-157,228	-5,246,872	-193,002	-8,187	-201,189	-97,008	-5,339	-102,346	0.0
Orange	-386,312	-79,246	-465,558	-18,305	-1,867	-20,172	-12,004	-610	-12,614	0.0
Riverside	-8,221,266	-368,376	-8,589,642	-377,985	-18,084	-396,069	-191,536	-10,029	-201,565	1.1
San Bernardino	-5,439,534	-487,336	-5,926,870	-223,456	-21,506	-244,963	-99,780	-12,235	-112,015	1.0
Ventura	-255,049	-21,920	-276,969	-11,705	-894	-12,599	-6,019	-506	-6,524	0.2
SCAG	-19,690,031	-1,125,076	-20,815,107	-831,553	-50,863	-882,417	-408,082	-28,834	-436,916	
Mobility Benefits from Draft Policy Growth Forecast--% Changes from Draft Baseline Growth Forecast										
County	LM_VMT	HDT_VMT	Total_VMT	LM_VHT	HDT_VHT	Total_VHT	LM_Delay	HDT_Delay	Total_Delay	Speed
Imperial	-2.9%	-0.9%	-2.6%	-3.0%	-1.4%	-2.8%	-4.8%	-4.7%	-4.8%	
Los Angeles	-2.1%	-0.8%	-2.0%	-2.1%	-1.4%	-2.0%	-2.8%	-2.4%	-2.8%	
Orange	-0.5%	-1.5%	-0.5%	-0.6%	-1.2%	-0.7%	-1.1%	-1.0%	-1.1%	
Riverside	-10.3%	-3.9%	-9.6%	-13.5%	-7.2%	-13.0%	-17.6%	-11.4%	-17.2%	
San Bernardino	-6.3%	-3.4%	-5.9%	-8.8%	-6.0%	-8.5%	-13.4%	-11.0%	-13.1%	
Ventura	-1.2%	-1.2%	-1.2%	-1.7%	-1.8%	-1.7%	-2.7%	-3.6%	-2.8%	
SCAG	-3.8%	-2.2%	-3.6%	-4.5%	-3.6%	-4.4%	-6.2%	-5.8%	-6.1%	

Source: SCAG Regional Transportation Modeling System. Model run with CTC Alt. 4 Network

Note: VMT: Vehicle Mile Travel, VHT: Vehicle Hour Travel, HDT: Heavy Duty Truck, LM: Light & Medium Duty

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Table 4

Draft 2008 RTP Estimated Benefits: Policy Growth Forecast (Land Use) vs. Network Improvement						
	A	B	C	D = B - A	E = B - C	E / D
	Baseline Network & Baseline Growth Forecast	CTC4 Network & Policy Growth Forecast	CTC4 Network & Baseline Growth Forecast	Total RTP Plan Benefits	Policy Growth Forecast Benefits	Policy Growth Forecast (Land use) as % of total Benefits
-Vehicle Miles Traveled (VMT)						
Light and Medium Duty Vehicle	511,974,233	502,388,190	522,078,221	-9,586,044	-19,690,031	205%
Heavy Duty Truck	51,353,123	50,101,182	51,226,257	-1,251,941	-1,125,076	90%
<i>All Vehicles and trucks</i>	563,327,356	552,489,371	573,304,478	-10,837,985	-20,815,107	192%
-Vehicle Hours Traveled (VHT)						
Light and Medium Duty Vehicle	19,423,752	17,753,117	18,584,671	-1,670,635	-831,553	50%
Heavy Duty Truck	1,531,249	1,379,289	1,430,153	-151,960	-50,863	33%
<i>All Vehicles and trucks</i>	20,955,002	19,132,407	20,014,823	-1,822,595	-882,417	48%
-Vehicle Hours Delayed						
Light and Medium Duty Vehicle	7,545,518	6,219,317	6,627,399	-1,326,202	-408,082	31%
Heavy Duty Truck	592,735	470,013	498,846	-122,722	-28,834	23%
<i>All Vehicles and trucks</i>	8,138,253	6,689,329	7,126,245	-1,448,924	-436,916	30%
Transit Boarding	3,255,078	3,280,990	3,156,783	25,912	124,207	479%

Source: SCAG Regional Transportation Modeling System.

Note: All figures are estimated, subject to revision due to changes in final draft plan.

Appendix A

The regional emissions analysis performed for the draft 2008 RTP is based on the 2008 RTP Draft Policy Growth Forecast. The regional emissions analysis indicates a positive conformity finding.

Regional transportation model runs were also performed to assess conformity with the Draft Baseline Growth Forecast (using the same transportation network as the original runs). The results for both runs are shown in the following tables. As shown in the tables, a positive conformity finding may also be achieved using the Draft Baseline Growth Forecast.

SOUTH COAST AIR BASIN

8-Hour Ozone (Summer Planning Emissions [tons/day])

ROG	2008	2011	2014	2017	2020	2020 Baseline SED	2023	2023 Baseline SED	2030	2030 Baseline SED	2035	2035 Baseline SED
2008 RTP	200.68	167.6	141.6	124.21	110.6	110.8	100.2	100.4	83.9	84.2	75.9	76.2
New Defined State Measures	-3.9	-22.9	-24.6	-20.2	-15.6	-15.6	-12.4	-12.4	0.0	0.0	0.0	0.0
Total Emissions	196.8	144.7	117.0	104.0	95.0	95.2	87.8	88.0	83.9	84.2	75.9	76.2
Emission Budgets	210	153	124	109	99	99	91	91	91	91	91	91
Budget – Emissions	13.2	8.3	7.0	5.0	4.0	3.8	3.2	3.0	7.1	6.8	15.1	14.8
NOx	2008	2011	2014	2017	2020	2020 Baseline SED	2023	2023 Baseline SED	2030	2030 Baseline SED	2035	2035 Baseline SED
2008 RTP	420.4	341.4	272.8	220.9	173.8	174.6	152.2	153.0	121.0	122.1	112.5	113.8
New Defined State Measures	-0.3	-56.6	-91.4	-65.3	-45.7	-45.7	-33.5	-33.5	0.0	0.0	0.0	0.0
Total Emissions	420.1	284.8	181.4	155.6	128.1	128.9	118.7	119.5	121.0	122.1	112.5	113.8
Emission Budgets	441	298	196	167	138	138	128	128	128	128	128	128
Budget – Emissions	20.9	13.2	14.6	11.4	9.9	9.1	9.3	8.5	7.0	5.9	15.5	14.2

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SOUTH COAST AIR BASIN

PM2.5 (Annual [tons/day])

ROG	2009	2012	2014	2023	2023 Baseline SED	2030	2030 Baseline SED	2035	2035 Baseline SED
<i>2008 RTP</i>	184.8	155.1	137.7	96.2	96.4	80.5	80.8	73.0	73.3
<i>New Defined State Measures</i>	3.5	23.1	24.0	12.1	12.1	9.2	9.2	0.0	0.0
Total Emissions	181.3	132.0	113.7	84.1	84.3	71.3	71.6	73.0	73.3
Emission Budgets	193	139	121	87	87	74	74	74	74
Budget – Emissions	11.7	7.0	7.3	2.9	2.7	2.7	2.4	1.0	0.7
NOx	2009	2012	2014	2023	2023 Baseline SED	2030	2030 Baseline SED	2035	2035 Baseline SED
<i>2008 RTP</i>	400.4	324.9	278.2	154.9	155.8	122.7	123.9	113.8	115.1
<i>New Defined State Measures</i>	0.3	71.2	91.9	33.7	33.7	9.4	9.4	0.0	0.0
Total Emissions	400.1	253.7	186.3	121.2	122.1	113.3	114.5	113.8	115.1
Emission Budgets	427	266	201	131	131	123	123	123	123
Budget – Emissions	26.9	12.3	14.7	9.8	9.0	9.7	8.5	9.2	7.9
PM2.5	2009	2012	2014	2023	2023 Baseline SED	2030	2030 Baseline SED	2035	2035 Baseline SED
<i>2008 RTP</i>	16.3	15.7	15.3	14.6	14.7	14.8	15.0	15.2	15.4
<i>Re-entrained Road Dust</i>	18.3	18.6	18.7	19.1	19.7	19.6	20.2	20.4	20.6
<i>Re-entrained Road Dust</i>	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<i>Road Construction Dust</i>	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
<i>New Defined State Measures</i>	0.0	-3.3	-4.6	-1.6	-1.6	-0.4	-0.4	0.0	0.0
Total Emissions	35.8	32.2	30.6	33.3	34.0	35.1	36.0	36.8	37.2
Emission Budgets	38	34	33	37	37	39	39	39	39
Budget – Emissions	2.2	1.8	2.4	3.7	3.0	3.9	3.0	2.2	1.8

REPORT

SOUTH COAST AIR BASIN

PM10 (Annual [tons/day])

ROG	2010	2020	2020 Baseline SED	2030	2030 Baseline SED	2035	2035 Baseline SED
2008 RTP	172.5	106.6	106.8	80.5	80.8	73.0	73.3
New Defined State Measures	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Emissions	172.5	106.6	106.8	80.5	80.8	73.0	73.3
Emission Budgets	251	251	251	251	251	251	251
Budget – Emissions	78.5	144.4	144.2	170.5	170.2	178.0	177.7
NOx	2010	2020	2020 Baseline SED	2030	2030 Baseline SED	2035	2035 Baseline SED
2008 RTP	371.6	177.1	177.9	122.7	123.9	113.8	115.1
New Defined State Measures	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Emissions	371.6	177.1	177.9	122.7	123.9	113.8	115.1
Emission Budgets	549	549	549	549	549	549	549
Budget – Emissions	177.4	371.9	371.1	426.3	425.1	435.2	433.9
PM10	2010	2020	2020 Baseline SED	2030	2030 Baseline SED	2035	2035 Baseline SED
2008 RTP	22.8	21.8	22.0	22.4	22.7	23.0	23.4
Re-entrained Road Dust Paved	122.1	125.1	129.0	129.6	134.0	134.9	136.4
Re-entrained Road Dust Unpaved	8.7	8.7	8.7	8.7	8.7	8.7	8.7
Road Construction Dust	2.2	2.2	2.2	2.2	2.2	2.2	2.2
AQMD Backstop	0.0	-9.0	-9.0	-16.0	-16.0	-16.0	-16.0
New Defined State Measures	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Emissions	155.8	148.8	152.9	146.8	151.5	152.8	154.6
Emission Budgets	166	166	166	166	166	166	166
Budget – Emissions	10.2	17.2	13.1	19.2	14.5	13.2	11.4

REPORT

DATE: March 6, 2008
TO: Community, Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
FROM: Membership & Communications Subcommittee
SUBJECT: 2008 Regional Champion Awards

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Select a Regional Champion and seek Regional Council approval.

BACKGROUND:

In 2005, the Regional Council authorized the establishment of the Regional Champion Awards recognizing Leadership and Regionalism related to SCAG's work. Each policy committee has an award to bestow upon a leader in one of their subject areas of focus. The intent is to recognize non-elected individuals for their service to the region, often as a volunteer. An award for excellence in Media and Communication, nominated by the Membership & Communication Subcommittee was also established.

Regional Champions honored since 2005 include: from CEHD – Randall Lewis of the Lewis Operating Companies, Art Gallucci, City Manager of Cerritos, and Hunter Johnson from LINC Housing; from EEC – Kay Martin from the BioEnergy Producers Association, James Stahl, General Manager of the Sanitation Districts of Los Angeles County, and Mike Mohajer, volunteer and retired Los Angeles County Waste Management official; from TCC – Dr. Geraldine Knatz and Richard Steinke, respective Executive Directors of the Ports of Long Beach and Los Angeles. The Media & Communication awards have recognized Tony Valdez of KTTV Fox 11, Ray Gonzalez from KTLA Channel 5, and Lisa Howard, reporter from Antelope Valley Press.

Regional Champions will be invited to the General Assembly on May 8th to be recognized during the Awards Luncheon at the Ontario Convention Center.


FISCAL IMPACT:

There are nominal costs in acquiring the actual awards.

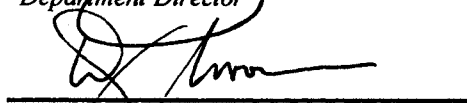
Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

MEMO

DATE: March 6, 2008

TO: Community, Economic & Human Development Committee

FROM: Jeffrey S. Dunn, Government Affairs Analyst, Ext. 840, dunn@scag.ca.gov

SUBJECT: SB 375 (Steinberg) – Summary of Legislative Developments

BACKGROUND:

SB 375 (Steinberg) would require that regional transportation plans for certain regions include a *sustainable communities strategy* (SCS) designed to achieve a reduction of greenhouse gas emissions from automobiles and light trucks. SB 375 seeks to reward local governments whose land use decisions and development are consistent with the SCS. Because the bill has been amended numerous times and has been the subject of extensive, ongoing discussion by and between statewide stakeholders including the League of California Cities and CSAC, environmental organizations, Councils of Governments, MPOs, transportation commissions, the building industry and others, staff will provide an update of the status of these negotiations, as well as any pertinent information on the bill's movement in the legislative process.

A copy of the most recent version of the bill containing provisions offered by local government as of 02/11/08 is attached. Any updates occurring after that date will be discussed by staff as soon as it becomes available. SCAG has invited Senator Steinberg to attend the March 6 meeting to specifically address SB 375.

FISCAL IMPACT:

Funding for preparation of this item is contained within existing budgetary resources in 08-090, 08-810 and 08-800.


Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

February 11, 2008 - LOCAL GOVERNMENT AMENDMENTS

BILL NUMBER: SB 375 AMENDED
BILL TEXT

AMENDED IN ASSEMBLY JANUARY 28, 2008
AMENDED IN ASSEMBLY SEPTEMBER 12, 2007
AMENDED IN ASSEMBLY JULY 17, 2007
AMENDED IN ASSEMBLY JUNE 27, 2007
AMENDED IN SENATE JUNE 4, 2007
AMENDED IN SENATE MAY 2, 2007
AMENDED IN SENATE APRIL 17, 2007

INTRODUCED BY Senator Steinberg

FEBRUARY 21, 2007

An act to amend Sections 14527, 65080, and 65584.01 of, and to add Sections 14522.1, 14522.2, and 65080.01 to, the Government Code, and to amend Sections 21061.3 and 21094 of, and to add Chapter 4.2 (commencing with Section 21155) to Division 13 of, the Public Resources Code, relating to environmental quality.

LEGISLATIVE COUNSEL'S DIGEST

SB 375, as amended, Steinberg. Transportation planning: travel demand models: sustainable communities strategy: environmental review.

(1) Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with the regional agencies, to prescribe study areas for analysis and evaluation.

This bill would require the commission, by July 1, ~~2008~~ 2009, to adopt guidelines for travel demand models used in the development of regional transportation plans by certain transportation planning entities. The bill would require the Department of Transportation to assist the commission, on request, in this regard, and would impose other related requirements.

This bill would also require the regional transportation plan for specified regions to include a sustainable communities strategy, as specified, designed to achieve certain goals for the reduction of greenhouse gas emissions from automobiles and light trucks in a region. The bill would require the State Air Resources Board, working in consultation with the affected transportation agencies, to provide each affected region with greenhouse gas emission reduction targets from the automobile and light truck sector for 2020 and 2035 by January 1, ~~2009~~ 2010, and to update the regional targets, as specified, until 2050. The bill would require certain transportation planning and programming activities by affected regional agencies to be consistent with the sustainable communities strategy contained in the regional transportation plan, but would state that certain transportation projects programmed for

funding on or before December 31, 2011, are not required to be consistent with the sustainable communities strategy. To the extent the sustainable communities strategy is unable to achieve the greenhouse gas emissions reduction targets, the bill would require affected regional agencies to prepare a supplement to the sustainable communities strategy that would achieve the targets through alternative development patterns or additional transportation measures. The bill would also require an affected regional agency to submit a ~~report~~ statement to the California Transportation Commission ~~on~~ describing the relationship of each project in the regional transportation improvement program to the regional transportation plan and supplement adopted by the regional agency. The bill would enact other related provisions.

Because the bill would impose additional duties on local agencies, it would impose a state-mandated local program.

(2) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.

This bill would require the environmental document prepared pursuant to CEQA to only examine the significant or potentially significant project specific impacts of a project located in a local jurisdiction that has amended its general plan so that the land use, housing, and open-space elements of the general plan are consistent with the sustainable communities strategy most recently adopted by the transportation planning agency, pursuant to the requirements specified in the bill, if the project meets certain requirements.

The bill would provide that no additional review is required pursuant to CEQA for a project if the legislative body of a local jurisdiction that has amended its general plan, as provided above, finds, after conducting a public hearing, that the project meets certain criteria and is declared to be a sustainable communities project.

The bill would also authorize the legislative body of a local jurisdiction to adopt traffic mitigation measures for future residential projects that meet specified criteria. The bill would exempt such a residential project seeking a land use approval from compliance with additional measures for traffic impacts, if the local jurisdiction has adopted those traffic mitigation measures.

(3) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. The Legislature finds and declares all of the following:

(a) The transportation sector contributes over 40 percent of the greenhouse gas emissions in the State of California; automobiles and light trucks alone contribute almost 30 percent. The transportation sector is the single largest contributor of greenhouse gases of any sector.

(b) In 2006, the Legislature passed and the Governor signed Assembly Bill 32 (Chapter 488 of the Statutes of 2006; hereafter AB 32), which requires the State of California to reduce its greenhouse gas emissions to 1990 levels no later than 2020. In 1990, greenhouse gas emissions from automobiles and light trucks were approximately 73 million metric tons, but by 2006 these emissions had increased to approximately 100 million metric tons.

(c) Greenhouse gas emissions from automobiles and light trucks can be substantially reduced by new vehicle technology and by the increased use of low carbon fuel. However, even taking these measures into account, it will be necessary to achieve significant additional greenhouse gas reductions from changed land use patterns and improved transportation. Without significant changes in land use and transportation policy, California will not be able to achieve the goals of AB 32.

(d) In addition, automobiles and light trucks account for 50 percent of air pollution in California and 70 percent of its consumption of petroleum. Changes in land use and transportation policy based upon proven modeling methodology, will provide significant assistance to California's goals to implement the federal and state Clean Air Acts and to reduce its dependence on petroleum.

(e) Current federal law requires regional transportation planning agencies to include a land use allocation in the regional transportation plan. Some regions have engaged in a regional "blueprint" process to prepare the land use allocation. This process has been open and transparent. The Legislature intends, by this act, to build upon that successful process and to take an evolutionary step forward by requiring regional transportation planning agencies to develop and incorporate a sustainable communities strategy into the regional transportation plan. Nothing in this law should be interpreted as interfering with the requirements of federal law or the authority of cities and counties to make local land use decisions.

(f) To the extent that the state seeks to encourage infill development as a strategy to reduce greenhouse gas emissions, the state should also identify sustainable funding sources for the investments in infrastructure, alternative transportation, and planning necessary to support infill development.

(f g) The California Environmental Quality Act (CEQA) is California's premier environmental statute. New provisions of CEQA should be enacted so that the statute encourages developers to submit applications and local governments to make land use decisions that will help the state achieve its climate goals under AB 32, assist in the achievement of state and federal air quality standards, and increase petroleum conservation.

—(e)—

(g h) Current planning models and analytical techniques used for making transportation infrastructure decisions and for air quality planning should be able to assess the effects of policy choices, such as residential development patterns, expanded transit service and accessibility, the walkability of communities, and the use of economic incentives and disincentives. However, the accuracy of these models are only good as the underlying assumptions. The state should continue to commit resources to develop more accurate modeling and statistical data to support the achievement of the emission reduction goals in AB 32.

(i) The California Transportation Commission has developed guidelines for travel demand models used in the development of regional transportation plans. This legislation assures their continued oversight of the guidelines as they may update them as needed from time to time.

SEC. 2. Section 14522.1 is added to the Government Code, to read:

14522.1. (a) (1) The commission, in consultation with the State Air Resources Board, shall ~~adopt~~ maintain guidelines for travel demand models used in the development of regional transportation plans by (A) federally designated metropolitan planning organizations, (B) county transportation agencies or commissions in areas that have been designated as nonattainment areas under the federal Clean Air Act, except those counties that are designated as nonattainment strictly due to transport from upwind districts and (C) in the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, the agency described in Section 130004 of the Public Utilities Code.

(2) Any revision of the preparation of the guidelines shall include the formation of an advisory committee that shall include representatives of the regional transportation planning agencies, the department, organizations knowledgeable in the creation and use of travel demand models, local governments, and organizations concerned with the impacts of transportation investments on communities and the environment. Before amending the guidelines, the commission shall hold two workshops on the guidelines, one in northern California and one in southern California. The workshops shall be incorporated into regular commission meetings.

(b) The department shall assist the commission in the preparation of the guidelines, if requested to do so by the commission.

(c) The guidelines shall, at a minimum and to the extent practicable, taking into account such factors as the size and available resources of the regional transportation planning agency and whether the area affected by the plan is located in a non-attainment area under the Clean Air Act, describe how regional transportation planning agencies may account for all of the following:

(1) The relationship between land use density and household vehicle ownership and vehicle miles traveled in a way that is consistent with statistical research.

(2) The impact of enhanced transit service levels on household vehicle ownership and vehicle miles traveled.

(3) Changes in induced travel and induced land development patterns likely to result from new transportation infrastructure, including expansion of highways and passenger rail—resulting from highway or passenger rail expansion.

(4) Mode splitting that allocates trips between automobile, transit, carpool, and bicycle and pedestrian trips. If a travel demand model is unable to forecast bicycle and pedestrian trips, another means may be used to estimate those trips.

(d) The guidelines shall be adopted on or before July 1, 2008 2009.

SEC. 3. Section 14522.2 is added to the Government Code, to read:
14522.2. ~~(a)~~ A regional transportation planning agency shall disseminate the methodology, results, and key assumptions of whichever travel demand model it uses in a way that would be useable and understandable to the public.

~~(b) Transportation planning agencies other than those identified in paragraph (1) of subdivision (a) of Section 14522.1, cities, counties, and congestion management agencies within multicounty regions are encouraged, but not required, to utilize the guidelines.~~

SEC. 4. Section 14527 of the Government Code is amended to read:
14527. (a) After consulting with the department, the regional transportation planning agencies and county transportation commissions shall adopt and submit to the commission and the department, not later than December 15, 2001, and December 15 of each odd-numbered year thereafter, a five-year regional transportation improvement program in conformance with Section 65082. In counties where a county transportation commission has been created pursuant to Chapter 2 (commencing with Section 130050) of Division 12 of the Public Utilities Code, that commission shall adopt and submit the county transportation improvement program, in conformance with Sections 130303 and 130304 of that code, to the multicounty-designated transportation planning agency. For each project ~~included in~~ added to the program after January 1, 2009, a ~~report~~ statement shall be submitted ~~for information purposes to the commission on~~ describing the relationship of the project to

the regional transportation plan and supplement, if any, prepared pursuant to Section 65080. Other information, including a program for expenditure of local or federal funds, may be submitted for information purposes with the program, but only at the discretion of the transportation planning agencies or the county transportation commissions. As used in this section, "county transportation commission" includes a transportation authority created pursuant to Chapter 2 (commencing with Section 130050) of Division 12 of the Public Utilities Code.

(b) The regional transportation improvement program shall include all projects to be funded with the county share under paragraph (2) of subdivision (a) of Section 164 of the Streets and Highways Code. The regional programs shall be limited to projects to be funded in whole or in part with the county share that shall include all projects to receive allocations by the commission during the following five fiscal years. For each project, the total expenditure for each project component and the total amount of commission allocation and the year of allocation shall be stated. The total cost

Comment [R1]: This language was added by LSC to parallel the structure and purpose of the following sentence.

of projects to be funded with the county share shall not exceed the amount specified in the fund estimate made by the commission pursuant to Section 14525.

(c) The regional transportation planning agencies and county transportation commissions may recommend projects to improve state highways with the interregional share pursuant to subdivision (b) of Section 164 of the Streets and Highways Code. The recommendations shall be separate and distinct from the regional transportation improvement program. A project recommended for funding pursuant to this subdivision shall constitute a usable segment and shall not be a condition for inclusion of other projects in the regional transportation improvement program.

(d) The department may nominate or recommend the inclusion of projects in the regional transportation improvement program to improve state highways with the county share pursuant to paragraph (2) of subdivision (a) and subdivision (e) of Section 164 of the Streets and Highways Code. A regional transportation planning agency and a county transportation commission shall have sole authority for determining whether any of the project nominations or recommendations are accepted and included in the regional transportation improvement program adopted and submitted pursuant to this section. This authority provided to a regional transportation planning agency or to a county transportation commission extends only to a project located within its jurisdiction.

(e) Major projects shall include current costs updated as of November 1 of the year of submittal and escalated to the appropriate year, and shall be consistent with, and provide the information required in, subdivision (b) of Section 14529.

(f) The regional transportation improvement program may not change the project delivery milestone date of any project as shown in the prior adopted state transportation improvement program without the consent of the department or other agency responsible for the project's delivery.

(g) Projects may not be included in the regional transportation improvement program without a complete project study report or, for a project that is not on a state highway, a project study report equivalent or major investment study.

(h) Each transportation planning agency and county transportation commission may request and receive an amount not to exceed 5 percent of its county share for the purposes of project planning, programming, and monitoring.

SEC. 5. Section 65080 of the Government Code is amended to read:

65080. (a) Each transportation planning agency designated under Section 29532 or 29532.1 shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. The plan shall be action-oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to local and state officials. The regional transportation plan shall consider factors specified in Section 134 of Title 23 of the United States Code. Each transportation planning agency shall consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies.

(b) The regional transportation plan shall include all of the following:

(1) A policy element that describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, and pragmatic objective and policy statements. The objective and policy statements shall be consistent with the funding estimates of the financial element. The policy element of transportation planning agencies with populations that exceed 200,000 persons may quantify a set of indicators including, but not limited to, all of the following:

(A) Measures of mobility and traffic congestion, including, but not limited to, vehicle hours of delay per capita and vehicle miles traveled per capita.

(B) Measures of road and bridge maintenance and rehabilitation needs, including, but not limited to, roadway pavement and bridge conditions.

(C) Measures of means of travel, including, but not limited to, percentage share of all trips (work and nonwork) made by all of the following:

(i) Single occupant vehicle.

(ii) Multiple occupant vehicle or carpool.

(iii) Public transit including commuter rail and intercity rail.

(iv) Walking.

(v) Bicycling.

(D) Measures of safety and security, including, but not limited to, total injuries and fatalities assigned to each of the modes set forth in subparagraph (C).

(E) Measures of equity and accessibility, including, but not limited to, percentage of the population served by frequent and reliable public transit, with a breakdown by income bracket, and percentage of all jobs accessible by frequent and reliable public transit service, with a breakdown by income bracket.

(F) The requirements elements of this section may be not provided utilizing existing sources of information. No additional traffic counts, household surveys, or other sources of data shall be required.

(2) ~~(A)~~ - A sustainable communities strategy prepared as follows:

~~(a) Within the region under the jurisdiction of each of the agencies described in paragraph (1) of subdivision (a) of Section 14522.1, No later than January 1, 2009, 2010, the State Air Resources Board, working in consultation with the affected transportation planning agencies and after at least one public workshop in each region under the jurisdiction of the each of the agencies described in paragraph (1) of subdivision (a) of Section 14522.1, shall provide each affected region with greenhouse gas emission reduction targets from the automobile and light truck sector for 2020 and 2035, respectively.~~
(i) The emission reduction targets shall be calculated on the basis of "greenhouse gas emission sources" as that term is defined in subdivision (i) of section 38505 of the Health and Safety Code and consistent with the regulations promulgated pursuant to the California Global Warming Solutions Act of 2006 (beginning with section 38500 of the Health and Safety Code).

(ii) The state board shall update the regional targets consistent with each agency's timeframe for updating its regional transportation

Comment [h2]: More Section 35080(b)(2)(A) to Health & Safety Code. This is not part of the SCN. It creates a duty on CARB to set regional targets. This is not within statutory structure and requires understanding the requirements and different following objectives which need to be returned.

plan under federal law until 2050.

(iii) In ~~making~~ establishing these ~~determinations~~ targets, the state board shall first consider greenhouse gas emission reductions that will be achieved by improved vehicle emission standards, changes in fuel consumption, and other measures it has approved that will reduce greenhouse gas emissions in the affected regions, and prospective measures the state board plans to adopt to reduce greenhouse gas emissions from other sources.

(B) Each agency described in paragraph (1) of subdivision (a) of Section 14522.1 shall prepare a sustainable communities strategy, consistent with the requirements of Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, that (i) identifies areas within the region sufficient to house ~~all the population of the region including~~ all economic segments of the population of the region over the course of the planning period taking into account

net migration into the region, population growth, household formation and employment growth; (ii) identifies a transportation network to service the transportation needs of the region; (iii) using the ~~best practically available scientific information~~, identifies significant resource areas and significant farmland; (iv) sets forth a development pattern for the region, a transportation network, and other transportation measures that will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the targets developed by the board; and (v) will allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).

Comment [h3]: SANDAG covers about "best practically available scientific information needs to be addressed."

(C) In ~~a~~ the multicounty transportation planning agency ~~described in Section 130004 of the Public Utilities Code~~, a county and the cities within that county may propose the sustainable communities strategy for that county. That sustainable communities strategy may be approved as part of the sustainable communities strategy for the region provided that the strategy for the region complies with the requirements of this section.

(D) A sustainable communities strategy shall be consistent with the state planning priorities specified pursuant to Section 65041.1.

(E) In preparing a sustainable communities strategy, the transportation planning agency shall consider the most recent municipal service reviews completed by the local agency formation commissions within the planning area and the adopted spheres of influence that have been adopted within its region.

Comment [h4]: Currently, this limits the option of a developing county specific SCS in a multi-county region to counties in the SCAG region. To LAC's knowledge, the only RPTA that observes county-specific language is MTC in the Bay Area. Thus, this language should be changed to limit the use of the strategy with SCS in the ABAG region, rather than only emphasizing it in the SCAG region. AMBAG and the emerging Central Valley RPTAs may also wish to refer themselves to this process.

(F) Each agency described in paragraph (1) of subdivision (a) of Section 14522.1 and, within the jurisdiction of the Metropolitan Transportation Commission, the Association of Bay Area Governments shall identify the lands for growth in housing and employment in the sustainable communities strategy in accordance with the following priorities:

(i) Infill and redevelopment in existing urbanized areas; areas identified for growth in housing and employment in an adopted habitat conservation plan or natural communities conservation plan, and any lands within spheres of influence as of July 1, ~~2008~~ 2008.

Comment [h5]: 2008 is the date LAFCA has to have updated regional and municipal service reviews. However, this requires some study to identify a map of the spheres of influence (often a complex undertaking). It should be required to obtain and keep the LAFCA sphere maps on file. LAFCA keep updated maps and not maintain a map on specific effective date for any length of time.

(ii) Vacant ~~lands~~ areas or substantially undeveloped ~~lands~~ areas other than

those identified in clause (i) that are adjacent to an existing or reasonably foreseeable planned development area ~~or an within~~ sphere of influence, and do not include a significant resource area or significant farmlands.

(iii) If it is not feasible to identify ~~lands~~ areas ~~for~~ to house all of the population of the region identified pursuant to subparagraph (B) of paragraph (2) of subdivision (b)

~~projected growth in jobs and housing on lands~~ in areas in clauses (i) and

(ii), then it may identify future development on vacant lands or substantially undeveloped lands adjacent to an existing or reasonably foreseeable planned development or within a city sphere of influence that contain significant resource areas as defined in paragraphs (4), (5), (6), or (7) of subdivision (a) of Section 65080.01 or significant farmland to the extent consistent with other provisions of local, state, or federal law.

(iv) If it is not feasible to identify ~~lands~~ areas ~~for all of the projected growth in jobs and housing~~ to house all of the population of the region identified pursuant to subparagraph (B) of paragraph (2) of subdivision (b) ~~on lands~~ in areas in clauses (i), (ii), and (iii), then it may identify future development on vacant lands or substantially undeveloped lands adjacent to an existing or reasonably foreseeable planned development or within a city sphere of influence that contain significant resource areas as defined in paragraph (3) of subdivision (a) of Section 65080.01 to the extent consistent with other provisions of local, state, or federal law.

(v) If it is not feasible to identify ~~lands~~ areas to house all of the population of the region identified pursuant to subparagraph (B) of paragraph (2) of subdivision (b) ~~for all of the~~

~~projected growth in jobs and housing on lands~~ in areas in clauses (i), (ii),

(iii), and (iv), then it may identify future development ~~on~~ in other areas, to the extent consistent with other provisions of local, state, or federal law, but not on significant resource areas defined in paragraph (1) or (2) of subdivision (a) of Section 65080.01.

(vi) If the sustainable communities strategy identifies development on ~~lands~~ areas in clauses (iii), (iv), or (v) it shall describe

feasible measures to mitigate the impact of projected development ~~on~~ in those areas on global warming as that phrase is used in the California Global Warming Solutions Act of 2006. ~~lands-~~

(G) Prior to adopting a sustainable communities strategy, the regional transportation planning agency and, within the jurisdiction of the Metropolitan Transportation Commission, the Association of Bay Area Governments shall (i) quantify the reduction in greenhouse gas emissions forecasted to be achieved by the sustainable communities strategy and set forth the difference, if any, between the amount of that reduction and the target for the region established pursuant to subparagraph (A) of paragraph (2) of subdivision (b); (ii) find that the sustainable communities strategy is based upon the most recent planning assumptions in force at the time development of the strategy began in accordance with 40 CFR 93.110; (iii) find that the sustainable communities strategy is consistent with current and forecasted transportation and land use conditions and trends in accordance with 23 CFR 450.322; and (v) find that the sustainable

Comment [15]: Change of language in this section makes it consistent with the definition of areas within a city sphere of influence that contain significant resource areas in full implies that areas within a sphere of influence that do not contain a significant resource area are not available for development.

communities strategy will or will not achieve the target for the region established pursuant to subparagraph (A) of paragraph (2) of subdivision (b). either (i) find that
~~nothing has been enacted within the region for a five year supply of the housing need identified in the sustainable communities strategy, or (ii) state with specificity why the development pattern set forth in the sustainable communities strategy is the development pattern that is most likely to occur.~~

Process Placeholder

Comment [h7]: Leave a space for a placeholder for participation of individual cities and counties.

(H) If the sustainable communities strategy, prepared in compliance with subparagraph (B), is unable to reduce greenhouse gas emissions to achieve the targets established by the board, the regional transportation planning agency shall prepare a supplement to the sustainable communities strategy. The supplement may include that would achieve
~~those greenhouse gas emission targets through new or additional transportation measures, infrastructure improvements, additional funding sources, alternative development patterns or additional strategies that, if adopted and implemented, would achieve those greenhouse gas emissions targets. Transportation measures may be added without reference to a constraint on revenue requirement but shall include suggested sources of revenue to fund the additional measures.~~
The supplement shall be a separate document and shall not be part of the regional transportation plan but may be adopted concurrently with the sustainable communities strategy. The supplement shall comply with all of the following:

(i) The agency shall develop the supplement using the documented participation plan adopted by the agency for the development of the regional transportation plan as required by Section 450 of Title 23 of the Code of Federal Regulations.

(ii) If the supplement includes an alternative development pattern for the region, it shall identify areas within the region sufficient to house all the population of the region including all economic segments of the population over the course of the planning period taking into account net migration into the region, population growth, household formation and employment growth; describe the differences between the alternative development pattern and the development pattern included in the sustainable communities strategy; and describe how the alternative development pattern will achieve the targets for the region established pursuant to subparagraph (A) of paragraph (2) of subdivision (b).

(iii) The supplement shall state how the targets for region established pursuant to subparagraph (A) of paragraph (2) of subdivision (b) will be achieved through implementation of the supplement.

(I) A sustainable communities strategy and a supplement does not regulate the use of land, nor shall ~~it~~ they be subject to any ~~state review or~~ approval. Nothing in a sustainable communities strategy or supplement shall be interpreted as superseding or interfering with the exercise of the land use authority of cities and counties within the region. Nothing in this section requires an agency to approve a sustainable communities strategy that would be inconsistent with Part 450 of

Title 23 of, or Part 93 of Title 40 of, the Code of Federal Regulations and any administrative guidance under those regulations. Nothing in this section relieves a public or private entity or any person from compliance with any other local, state, or federal law.

~~(J) Projects programmed for funding on or before December 31, 2011, are not required to be consistent with the sustainable communities strategy if they (i) are contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, (ii) are funded pursuant to Chapter 12.49 (commencing with Section 0879.20) of Division 1 of Title 2, or (iii) were specifically listed in a ballot measure prior to December 31, 2006, approving a sales tax increase for transportation projects.~~

(3) An action element that describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. The action element may describe all transportation projects proposed for development during the 20-year or greater life of the plan. ~~The action element shall be consistent with the sustainable communities strategy, except as provided in subparagraph (J) of paragraph (3).~~

The action element shall consider congestion management programming activities carried out within the region.

(4) (A) A financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues. The financial element shall also contain recommendations for allocation of funds. A county transportation commission created pursuant to Section 130000 of the Public Utilities Code shall be responsible for recommending projects to be funded with regional improvement funds, if the project is consistent with the regional transportation plan. The first five years of the financial element shall be based on the five-year estimate of funds developed pursuant to Section 14524. The financial element may recommend the development of specified new sources of revenue, consistent with the policy element and action element.

(B) The financial element of transportation planning agencies with populations that exceed 200,000 persons may include a project cost breakdown for all projects proposed for development during the 20-year life of the plan that includes total expenditures and related percentages of total expenditures for all of the following:

- (i) State highway expansion.
- (ii) State highway rehabilitation, maintenance, and operations.
- (iii) Local road and street expansion.
- (iv) Local road and street rehabilitation, maintenance, and operation.
- (v) Mass transit, commuter rail, and intercity rail expansion.
- (vi) Mass transit, commuter rail, and intercity rail rehabilitation, maintenance, and operations.
- (vii) Pedestrian and bicycle facilities.
- (viii) Environmental enhancements and mitigation.
- (ix) Research and planning.
- (x) Other categories.

(c) Each transportation planning agency may also include other factors of local significance as an element of the regional transportation plan, including, but not limited to, issues of mobility for specific sectors of the community, including, but not limited to, senior citizens.

(d) Except as otherwise provided in this subdivision, each

transportation planning agency shall adopt and submit, every four years, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. A transportation planning agency located in a federally designated air quality attainment area or that does not contain an urbanized area may at its option adopt and submit a regional transportation plan every five years. When applicable, the plan shall be consistent with federal planning and programming requirements and shall conform to the regional transportation plan guidelines adopted by the California Transportation Commission. Prior to adoption of the regional transportation plan, a public hearing shall be held after the giving of notice of the hearing by publication in the affected county or counties pursuant to Section 6061.

SEC. 6. Section 65080.01 is added to the Government Code, to read:

65080.01. The following definitions apply to terms used in Section 65080:

(a) "Significant resource areas" include (1) all publicly owned parks and open space; (2) open space or habitat areas protected by natural community conservation plans, habitat conservation plans, and other adopted natural resource protection plans; (3) habitat for species identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies or protected by the federal Endangered Species Act of 1973, the California Endangered Species Act, or the Native Plant Protection Act; (4) lands subject to conservation or agricultural easements for conservation or agricultural purposes by local governments, special districts, or nonprofit 501(c)(3) organizations in partnership with a local government or special district, and lands under Williamson Act contracts; (5) areas designated for open-space uses in adopted open-space elements of the local general plan or by local ordinance; (6) ~~habitat blocks, linkages, or watershed units that protect regional populations of native species including sensitive, endemic, keystone, and umbrella species~~ Areas that protect regional populations of native species, including endangered and threatened species as defined in section 2070 of the Fish and Game Code; and covered species and candidate species as those terms are defined in section 2805 of the Fish and Game Code ~~sensitive, endemic, keystone, and umbrella species~~, and the ecological processes that maintain them; and (7) an area shown on the Federal Insurance Rate Map as a floodway; ~~subject to flooding where a development project would not, at the time of development in the judgment of the agency, meet the requirements of the National Flood Insurance Program or an~~ where the area is that is subject to more restrictive protective provisions of state law or local ordinance.

(b) "Significant farmland" means farmland that is classified as prime or unique farmland; or farmland identified by a local agency in its general plan that meets or exceeds the standards for prime, unique, or farmland of statewide importance; or farmland of statewide importance, and is outside all existing city spheres of influence or city limits as of January 1, ~~2008~~ July 1, 2008.

~~(c) "Consistent with the sustainable communities strategy" means that the capacity of the transportation projects or improvements does not exceed that which is necessary to provide reasonable service~~

Comment [b8]: DCC change consistent with change in Section 65080.01

~~levels for the existing population and the planned growth of the region as set forth in the sustainable communities strategy.~~

(d) "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

(e) "Urbanized area" means an incorporated city or an urbanized area or urban cluster as defined by the United States Census Bureau. For unincorporated areas outside of an urban area or urban cluster, the area must be within a designated urban service area that is designated in the local general plan for urban development and that is served by public sewer and water.

SEC. 6.5 Placeholder:

Infill and Planning Incentives for local agencies that adopt plans and update zoning to encourage infill development. Similar concept for county resource reserve areas.

SEC. 7. Section 65584.01 of the Government Code is amended to read:

65584.01. (a) For the fourth and subsequent revision of the housing element pursuant to Section 65588, the department, in consultation with each council of governments, where applicable, shall determine the existing and projected need for housing for each region in the following manner:

(b) The department's determination shall be based upon population projections produced by the Department of Finance and regional population forecasts used in preparing regional transportation plans, in consultation with each council of governments. If the total regional population forecast for the planning period, developed by the council of governments and used for the preparation of the regional transportation plan, is within a range of 3 percent of the total regional population forecast for the planning period over the same time period by the Department of Finance, then the population forecast developed by the council of governments shall be the basis from which the department determines the existing and projected need for housing in the region. If the difference between the total population growth projected by the council of governments and the total population growth projected for the region by the Department of Finance is greater than 3 percent, then the department and the council of governments shall meet to discuss variances in methodology used for population projections and seek agreement on a population projection for the region to be used as a basis for determining the existing and projected housing need for the region. If no agreement is reached, then the population projection for the region shall be the population projection for the region prepared by the Department of Finance as may be modified by the department as a result of discussions with the council of governments.

(c) (1) At least 26 months prior to the scheduled revision pursuant to Section 65588 and prior to developing the existing and projected housing need for a region, the department shall meet and consult with the council of governments regarding the assumptions and methodology to be used by the department to determine the region's housing needs. The council of governments shall provide data assumptions from the council's projections, including, if available,

the following data for the region:

(A) Anticipated household growth associated with projected population increases.

(B) Household size data and trends in household size.

(C) The rate of household formation, or headship rates, based on age, gender, ethnicity, or other established demographic measures.

(D) The vacancy rates in existing housing stock, and the vacancy rates for healthy housing market functioning and regional mobility, as well as housing replacement needs.

(E) Other characteristics of the composition of the projected population.

(2) The department may accept or reject the information provided by the council of governments or modify its own assumptions or methodology based on this information. After consultation with the council of governments, the department shall make determinations in writing on the assumptions for each of the factors listed in subparagraphs (A) to (E), inclusive, of paragraph (1) and the methodology it shall use and shall provide these determinations to the council of governments.

(d) (1) After consultation with the council of governments, the department shall make a determination of the region's existing and projected housing need based upon the assumptions and methodology determined pursuant to subdivision (c). ~~The region's existing and projected housing need shall reflect the achievement of a feasible balance between jobs and housing within the region using the regional employment projections in the applicable regional transportation plan.~~ Within 30 days following notice of the determination from the department, the council of governments may file an objection to the department's determination of the region's existing and projected housing need with the department.

(2) The objection shall be based on and substantiate either of the following:

(A) The department failed to base its determination on the population projection for the region established pursuant to subdivision (b), and shall identify the population projection which the council of governments believes should instead be used for the determination and explain the basis for its rationale.

(B) The regional housing need determined by the department is not a reasonable application of the methodology and assumptions determined pursuant to subdivision (c). The objection shall include a proposed alternative determination of its regional housing need based upon the determinations made in subdivision (c), including analysis of why the proposed alternative would be a more reasonable application of the methodology and assumptions determined pursuant to subdivision (c).

(3) If a council of governments files an objection pursuant to this subdivision and includes with the objection a proposed alternative determination of its regional housing need, it shall also include documentation of its basis for the alternative determination. Within 45 days of receiving an objection filed pursuant to this section, the department shall consider the objection and make a final written determination of the region's existing and projected housing need that includes an explanation of the information upon which the determination was made.

Section 8. Section 65584.04 of the Government Code is amended to read:

(a) At least two years prior to a scheduled revision required by Section 65588, each council of governments, or delegate subregion as applicable, shall develop a proposed methodology for distributing the existing and projected regional housing need to cities, counties, and cities and counties within the region or within the subregion, where applicable, pursuant to this section for each jurisdiction's next planning period. The methodology shall be consistent with the objectives listed in subdivision (d) of Section 65584 and with the requirements of paragraph (2) of subdivision (b) of section 65080.

(b) (1) No more than six months prior to the development of a proposed methodology for distributing the existing and projected housing need, each council of governments shall survey each of its member jurisdictions to request, at a minimum, information regarding the factors listed in subdivision (d) that will allow the development of a methodology based upon the factors established in subdivision (d).

(2) The council of governments shall seek to obtain the information in a manner and format that is comparable throughout the region and utilize readily available data to the extent possible.

(3) The information provided by a local government pursuant to this section shall be used, to the extent possible, by the council of governments, or delegate subregion as applicable, as source information for the methodology developed pursuant to this section. The survey shall state that none of the information received may be used as a basis for reducing the total housing need established for the region pursuant to Section 65584.01.

(4) If the council of governments fails to conduct a survey pursuant to this subdivision, a city, county, or city and county may submit information related to the items listed in subdivision (d) prior to the public comment period provided for in subdivision (c).

(c) Public participation and access shall be required in the development of the methodology and in the process of drafting and adoption of the allocation of the regional housing needs. Participation by organizations other than local jurisdictions and councils of governments shall be solicited in a diligent effort to achieve public participation of all economic segments of the community. The proposed methodology, along with any relevant underlying data and assumptions, and an explanation of how information about local government conditions gathered pursuant to subdivision (b) has been used to develop the proposed methodology, and how each of the factors listed in subdivision (d) is incorporated into the methodology, shall be distributed to all cities, counties, any subregions, and members of the public who have made a written request for the proposed methodology. The council of governments, or delegate subregion, as applicable, shall conduct at least one public hearing to receive oral and written comments on the proposed methodology.

(d) To the extent that sufficient data is available from local governments pursuant to subdivision (b) or other sources, each council of governments, or delegate subregion as applicable, shall include the following factors to develop the methodology that allocates regional housing needs:

(1) Each member jurisdiction's existing and projected jobs and housing relationship.

(2) The opportunities and constraints to development of additional housing in each member jurisdiction, including all of the following:

(A) Lack of capacity for sewer or water service due to federal or state laws, regulations or regulatory actions, or supply and distribution decisions made by a sewer or water service provider other than the local jurisdiction that preclude the jurisdiction from providing necessary infrastructure for additional development during the planning period.

(B) The availability of land suitable for urban development or for conversion to residential use, the availability of underutilized land, and opportunities for infill development and increased residential densities. The council of governments may not limit its consideration of suitable housing sites or land suitable for urban development to existing zoning ordinances and land use restrictions of a locality, but shall consider the potential for increased residential development under alternative zoning ordinances and land use restrictions. The determination of available land suitable for urban development may exclude lands where the Federal Emergency Management Agency (FEMA) or the Department of Water Resources has determined that the flood management infrastructure designed to protect that land is not adequate to avoid the risk of flooding.

(C) Lands preserved or protected from urban development under existing federal or state programs, or both, designed to protect open space, farmland, environmental habitats, and natural resources on a long-term basis.

(D) County policies to preserve prime agricultural land, as defined pursuant to Section 56064, within an unincorporated area.

(3) The distribution of household growth assumed for purposes of a comparable period of regional transportation plans and opportunities to maximize the use of public transportation and existing transportation infrastructure.

(4) The market demand for housing.

(5) Agreements between a county and cities in a county to direct growth toward incorporated areas of the county.

(6) The loss of units contained in assisted housing developments, as defined in paragraph (8) of subdivision (a) of Section 65583, that changed to non-low-income use through mortgage prepayment, subsidy contract expirations, or termination of use restrictions.

(7) High-housing cost burdens.

(8) The housing needs of farmworkers.

(9) The housing needs generated by the presence of a private university or a campus of the California State University or the University of California within any member jurisdiction.

(10) Any other factors adopted by the council of governments.

(e) The council of governments, or delegate subregion, as applicable, shall explain in writing how each of the factors described in subdivision (d) was incorporated into the methodology and how the methodology is consistent with subdivision (d) of Section 65584. The methodology may include numerical weighting.

(f) Any ordinance, policy, voter-approved measure, or standard of a city or county that directly or indirectly limits the number of residential building permits issued by a city or county shall not be a justification for a determination or a reduction in the share of a city or county of the regional housing need.

(g) In addition to the factors identified pursuant to subdivision (d), the council of governments, or delegate subregion, as applicable, shall identify any existing local, regional, or state incentives, such as a priority for funding or other incentives available to those local governments that are willing to accept a higher share than proposed in the draft allocation to those local governments by the council of governments or delegate subregion pursuant to Section 65584.05.

(h) Following the conclusion of the 60-day public comment period described in subdivision (c) on the proposed allocation methodology, and after making any revisions deemed appropriate by the council of governments, or delegate subregion, as applicable, as a result of comments received during the public comment period, each council of governments, or delegate subregion, as applicable, shall adopt a final regional, or subregional, housing need allocation methodology and provide notice of the adoption of the methodology to the jurisdictions within the region, or delegate subregion as applicable, and to the department.

SEC. 9. Section 65588 of the Government Code is amended to read:

(a) Each local government shall review its housing element as frequently as appropriate to evaluate all of the following:

(1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal.

(2) The effectiveness of the housing element in attainment of the community's housing goals and objectives.

(3) The progress of the city, county, or city and county in implementation of the housing element.

(b) The housing element shall be revised as appropriate, but not less than every eight years for a jurisdiction within an agency described in paragraph (1) of subdivision (a) of Section 14522.1 to reflect the adoption of the regional transportation plan for the area in which the local government is located; and not less than every ten years for all other jurisdictions; to reflect the results of this periodic review and the adoption of the regional transportation plan for the area in which the local government is located.

(c) The review and revision of housing elements required by this section shall take into account any low- or moderate-income housing provided or required pursuant to Section 65590.

(d) The review pursuant to subdivision (c) shall include, but need not be limited to, the following:

(1) The number of new housing units approved for construction within the coastal zone after January 1, 1982.

(2) The number of housing units for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, required to be provided in new housing developments either within the coastal zone or within three miles of the coastal zone pursuant to Section 65590.

(3) The number of existing residential dwelling units occupied by persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, that have been authorized to be demolished or converted since January 1, 1982, in the coastal zone.

(4) The number of residential dwelling units for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, that have been required for replacement or authorized to be converted or demolished as identified in paragraph (3). The location of the replacement units, either onsite, elsewhere within the locality's jurisdiction within the coastal zone, or within three miles of the coastal zone within the locality's jurisdiction, shall be designated in the review.

(e) Notwithstanding subdivision (b) or the date of adoption of the housing elements previously in existence, each city, county, and city and county shall revise its housing element according to the following schedule:

(1) Local governments within the regional jurisdiction of the Southern California Association of Governments: June 30, 2006, for the fourth revision.

(2) Local governments within the regional jurisdiction of the Association of Bay Area Governments: June 30, 2007, for the fourth revision.

(3) Local governments within the regional jurisdiction of the Council of Fresno County Governments, the Kern County Council of Governments, and the Sacramento Area Council of Governments: June 30, 2002, for the third revision, and June 30, 2008, for the fourth revision.

(4) Local governments within the regional jurisdiction of the Association of Monterey Bay Area Governments: December 31, 2002, for the third revision, and June 30, 2009, for the fourth revision.

(5) Local governments within the regional jurisdiction of the San Diego Association of Governments: June 30, 2005, for the fourth revision.

(6) All other local governments: December 31, 2003, for the third revision, and June 30, 2009, for the fourth revision.

(7) Subsequent revisions shall be completed not less often than at five-year intervals following the fourth revision.

The provisions of subdivision (b) shall take effect beginning with the first review cycle after completion of the revisions required by subdivision (e).

SEC. 11. Section 21061.3 of the Public Resources Code is amended to read:

21061.3. "Infill site" means a site in an urbanized area that meets either of the following criteria:

(a) The site has not been previously developed for urban uses and both of the following apply:

(1) The site is immediately adjacent to parcels that are developed with qualified urban uses, or at least 75 percent of the perimeter of the site adjoins parcels that are developed with qualified urban uses, and the remaining 25 percent of the site adjoins parcels that have previously been developed for qualified urban uses.

(2) No parcel within the site has been created within the past 10 years unless the parcel was created as a result of the plan of a redevelopment agency.

(b) The site has been previously developed for qualified urban uses.

SEC. 9. Section 21094 of the Public Resources Code is amended to read:

21094. (a) Where a prior environmental impact report has been prepared and certified for a program, plan, policy, or ordinance, the lead agency for a later project that meets the requirements of this section shall examine significant effects of the later project upon the environment by using a tiered environmental impact report, except that the report on the later project need not examine those effects which the lead agency determines were either (1) mitigated or avoided pursuant to paragraph (1) of subdivision (a) of Section 21081 as a result of the prior environmental impact report, or (2) examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

(b) This section applies only to the following:

(1) a later project which the lead agency determines (i) is consistent with the program, plan, policy, or ordinance for which an environmental impact report has been prepared and certified, (ii) is consistent with applicable local land use plans and zoning of the city, county, or city and county in which the later project would be located, and (iii) is not subject to Section 21166; and

(2) a project described in subdivision (f).

(c) For purposes of compliance with this section, an initial study shall be prepared to assist the lead agency in making the determinations required by this section. The initial study shall analyze whether the later project may cause significant effects on the environment that were not examined in the prior environmental impact report.

(d) All public agencies which propose to carry out or approve the later project may utilize the prior environmental impact report and the environmental impact report on the later project to fulfill the

requirements of Section 21081.

(e) When tiering is used pursuant to this section, an environmental impact report prepared for a later project shall refer to the prior environmental impact report and state where a copy of the prior environmental impact report may be examined.

(f) ~~If a residential, commercial, or retail project may tier the environmental analysis of the climate change impacts of greenhouse gas emissions from automobiles and light trucks associated with the project from the environmental impact report prepared for the regional transportation plan if the project is consistent with (1) the development pattern; and (2) building intensity and population density standards, in any are included; in a sustainable communities strategy, as modified by a supplement, if any, adopted pursuant to Section 65080 of the Government Code. 7 the environmental analysis of that project may tier the analysis of the climate impacts of greenhouse gas emissions from automobiles and light trucks associated with the project from the environmental impact report prepared for the regional transportation plan. For purposes of this section, "consistent with a sustainable communities strategy" means that the use, density, and intensity of the project are consistent with the use, density, and intensity identified for the project area in the sustainable communities strategy, as modified by a supplement, if any, and any mitigation measures adopted in the environmental impact report on the regional transportation plan have been or will be incorporated into the project. Nothing in this subdivision restricts the use of a tiered environmental impact report as otherwise provided in this division.~~

SEC. 10. Chapter 4.2 (commencing with Section 21155) is added to Division 13 of the Public Resources Code, to read:

CHAPTER 4.2. IMPLEMENTATION OF THE SUSTAINABLE COMMUNITIES STRATEGY

21155. (a) This chapter applies only within a local jurisdiction ~~that has amended its general plan so that in which~~ the land use, housing, and open-space elements of the general plan are ~~substantially~~ consistent with the sustainable communities strategy, as modified by a supplement, if any, most recently adopted by the transportation planning agency pursuant to Section 65080 of the Government Code for the region in which the local government is located.

(b) For purposes of this section, the land use, housing, and open-space elements of the general plan are ~~substantially~~ consistent with the sustainable communities strategy, as modified by a supplement, if any, if the land use and housing elements include residential densities and building intensities designate ~~housing, retail, commercial, office, and industrial uses at levels of density and intensity~~ that are ~~substantially~~ consistent with the residential densities and building intensities ~~uses, density, and intensity~~ uses density, and intensity identified in the sustainable communities strategy, as modified by a supplement, if any, ~~for these locations~~ and if the open space element designates uses for significant farmlands or significant resource areas that will not have a significant impact which cannot be mitigated to a level of insignificance on are ~~consistent with the protection of all of~~ the resources of those lands

or areas.

(c) ~~Notwithstanding subdivision (a),~~ The provisions of Sections 21155.1, 21155.2, and 21155.3 may be utilized for projects within a local jurisdiction if the project is shown only in the supplement to the sustainable communities strategy. Such a project need not be located within a local jurisdiction in which the land use, housing, and open-space elements comply with subdivision (a).

(d) Notwithstanding subdivision (a) or (c), the provisions of Sections 21155.1, 21155.2, and 21155.3 may not be utilized for projects identified for development on lands referenced in clause (v) of subparagraph (F) of paragraph (2) of subdivision (b) of Section 65080.

21155.1. If the legislative body finds, after conducting a public hearing, that a project meets all of the requirements of subdivisions (a) and (b) and one of the requirements of subdivision (c), the project is declared to be a sustainable communities project and shall not be subject to any other provisions of this division.

(a) The project complies with all of the following environmental criteria:

(1) The project and other projects approved prior to the approval of the project but not yet built can be adequately served by existing utilities, and the project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.

(2) (A) The site of the project does not contain wetlands or riparian areas and does not have significant value as a wildlife habitat, and the project does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), and the project does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.

(B) For the purposes of this paragraph, "wetlands" has the same meaning as in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).

(C) For the purposes of this paragraph:

(i) "Riparian areas" means those areas transitional between terrestrial and aquatic ecosystems and that are distinguished by gradients in biophysical conditions, ecological processes, and biota. A riparian area is an area through which surface and subsurface hydrology connect waterbodies with their adjacent uplands. A riparian area includes those portions of terrestrial ecosystems that significantly influence exchanges of energy and matter with aquatic ecosystems. A riparian area is adjacent to perennial, intermittent, and ephemeral streams, lakes, and estuarine-marine shorelines.

(ii) "Wildlife habitat" means the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection.

(iii) Habitat of "significant value" includes wildlife habitat of national, statewide, regional, or local importance; habitat for species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531, et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game

Code); habitat identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies; or habitat essential to the movement of resident or migratory wildlife.

(3) The site of the project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

(4) The site of the project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

(A) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(B) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(5) The project does not have a significant effect on historical resources pursuant to Section 21084.1.

(6) The project site is not subject to any of the following:

(A) A wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.

(B) An unusually high risk of fire or explosion from materials stored or used on nearby properties.

(C) Risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

(D) Seismic risk as a result of being within a delineated earthquake fault zone, as determined pursuant to Section 2622, or a seismic hazard zone, as determined pursuant to Section 2696, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.

(E) Landslide hazard, flood plain, flood way, or restriction zone, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.

(7) The project site is not located on developed open space.

(A) For the purposes of this paragraph, "developed open space" means land that meets all of the following criteria:

(i) Is publicly owned, or financed in whole or in part by public funds.

(ii) Is generally open to, and available for use by, the public.

(iii) Is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ballfields, enclosed child play areas, and picnic facilities.

(B) For the purposes of this paragraph, "developed open space" includes land that has been designated for acquisition by a public agency for developed open space, but does not include lands acquired with public funds dedicated to the acquisition of land for housing purposes.

(8) The buildings in the project will comply with all green building standards required by the local jurisdiction.

(b) The project meets all of the following land use criteria:

(1) The project is located on an infill site.

(2) The project is a residential project or a residential or mixed use project consisting of residential uses and primarily neighborhood-serving goods, services, or retail uses that do not exceed 25 percent of the total floor area of the project.

(3) The site of the project is not more than eight acres in total area.

(4) The project does not contain more than 200 residential units.

(5) The project density is at least equal to the applicable density level provided in subparagraph (B) of paragraph (3) of subdivision (c) of Section 65583.2 of the Government Code.

(6) The project does not result in any net loss in the number of affordable housing units within the project area.

(7) The project does not include any single level building that exceeds 75,000 square feet.

(8) The project is consistent with the general plan.

(9) Any applicable mitigation measures approved in the final environmental impact reports on the regional transportation plan or the local general plan amendment have been or will be incorporated into the project.

(10) The project is determined not to conflict with nearby operating industrial uses.

(c) The project meets at least one of the following four criteria:

(1) The project meets both of the following:

(A) At least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.

(B) The project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs determined pursuant to paragraph (3) of subdivision (h) of Section 65589.5 of the Government Code. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.

(2) The project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to paragraph (1).

(3) The project is located within one-quarter mile of a major transit stop.

(4) The project provides public open space equal to or greater than five acres per 1,000 residents of the project.

21155.2. (a) A project that meets the following requirements shall be eligible for either the provisions of subdivision (b) or (c):

(1) Environmental impact reports have been certified on the regional transportation plan containing the sustainable communities strategy and on the applicable general plan provisions.

(2) Any ~~applicable~~ mitigation measures or performance standards or criteria set forth in the prior environmental impact reports that are applicable to the project, and that are adopted in findings, have been or will be incorporated into the

project.

(3) The project density is at least 10 residential units per net acre.

(4) At least 75 percent of the total building square footage of the project consists of residential buildings.

(b) A project that satisfies the requirements of subdivision (a) may be reviewed through a sustainable communities environmental assessment as follows:

(1) An initial study shall be prepared to identify all significant or potentially significant project-specific impacts of the project. The initial study does not need to evaluate any significant cumulative or growth-inducing effects on the environment that were identified and discussed in the environmental impact reports certified for the regional transportation plan and the general plan.

(2) The sustainable communities environmental assessment shall contain measures that substantially lessen to a level of insignificance or avoid all project-specific impacts of the project.

(3) A draft of the sustainable communities environmental assessment shall be circulated for public comment for a period of not less than 30 days. Notice shall be provided in the same manner as required for an environmental impact report pursuant to Section 21092.

(4) Prior to acting on the sustainable communities environmental assessment, the lead agency shall consider all comments received.

(5) A sustainable communities environmental assessment may be approved by the lead agency after conducting a public hearing, reviewing the comments received, and finding that:

(A) All potentially significant or significant project-specific impacts have been identified and analyzed.

(B) With respect to each significant project-specific impact on the environment, either of the following apply:

(i) Changes or alterations made by, or agreed to by the applicant before the environmental assessment is released for public review ~~have been required in or incorporated into the project that avoid or mitigate substantially lessen the significant~~ effects to a level of insignificance.

(ii) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

(6) The legislative body of the lead agency shall conduct the public hearing or a planning commission may conduct the public hearing if local ordinances allow a direct appeal of approval of a document prepared pursuant to this division to the legislative body subject to a fee that complies with section 65104 ~~not to exceed five hundred dollars (\$500)~~

(7) The lead agency's approval of a sustainable communities environmental assessment shall be reviewed under the substantial evidence standard. It is the intent of the Legislature that the standard applied to lead agency determinations under subdivisions (c) and (d) of Section 21080 of this division shall not apply to this subdivision.

(c) A project that satisfies the requirements of subdivision (a) may be reviewed by an environmental impact report that complies with all of the following:

(1) An initial study shall be prepared to identify all the project-specific impacts of the project that may have a significant

Comment [h9]: Tom Disgrace
However, this represents a cost shifting
mandate because the process cost is
\$500.

effect on the environment based upon substantial evidence in light of the whole record. The initial study does not need to evaluate any significant cumulative or growth-inducing effects on the environment that were identified and discussed in the environmental impact reports certified for the regional transportation plan and the general plan.

(2) An environmental impact report prepared pursuant to this subdivision need only address the significant or potentially significant impacts on the environment identified pursuant to paragraph (1). It is not required to analyze off-site alternatives to the project. It shall otherwise comply with the requirements of this division.

21155.3. (a) The legislative body of a local jurisdiction may adopt traffic mitigation measures that would apply to future projects described in subdivision (b). These measures shall be adopted or amended after a public hearing and may include requirements for the installation of traffic control improvements, street or road improvements, and contributions to road improvement or transit funds, transit passes for future residents, or other measures that will avoid or substantially lessen the traffic impacts of those future projects.

(b) The traffic mitigation measures adopted pursuant to this section shall apply to projects where the residential density is at least 10 units per net acre and where at least 75 percent of the total building square footage of the project consists of residential buildings.

(c) (1) A project described in subdivision (b) that is seeking a discretionary approval is not required to comply with any additional mitigation measures required by paragraph (1) or (2) of subdivision (a) of Section 21081, for the traffic impacts of that project on intersections, streets, highways, freeways, or mass transit, if the local jurisdiction issuing that discretionary approval has adopted traffic mitigation measures in accordance with this section.

(2) Paragraph (1) does not restrict the authority of a local jurisdiction to adopt feasible mitigation measures with respect to the impacts of a project on public health or on pedestrian or bicycle safety.

(d) The legislative body shall review its traffic mitigation measures and update them as needed at least every five years.

SEC. 11. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.